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A FLEXIBLE RAMMER FOR GUNS.

THE confined space in the turrets of our Monitors renders the operation of loading the guns one of no little difficulty. After firing, when the gun has recoiled to its full extent, and the port is closed, there remains less than a distance of three feet between the muzzle of the gun and the port-shutter. And in this narrow limit the rammer is to be worked. Hitherto, either one of two methods has been used. The turret may be revolved until the port is on the side opposite the enemy (if there be not an enemy on both); then, the port being opened, the rammer can be worked through it from the outside. This presents several serious difficulties: First, the length of time occupied in turning the turret, opening the shutter, etc., before the ramming can be performed; second, the exposure incurred if the turret should be disabled or prevented from turning, and the gunners compelled to load under the fire of their adversaries. The other method is to use a staff in three or four joints, one screwing into the other. One joint is inserted and pushed "home," a second screwed in and a like operation performed, and so on. Both of these methods are thus subject to many objections, and either will occupy, on an average, very nearly five minutes.

The following plan, suggested by Cadet J. B. WALKER, of the U. S. Military Academy, is under consideration by the Navy Department, and is intended not only to supply a rammer, particularly for turret guns, but also for guns in casemates or any confined space.

A staff, constructed in joints, and flexible, is fitted in a tube making at one end a turn of 180°. A slide connected with the end of the staff works freely along the tube through a narrow slot. As this slide is moved forward, it pushes the staff through the tube. The joints, striking the curve of the tube, bend with it until they leave the tube, and are thence propelled in a directly contrary direction to that in which the slide is worked. The slide may be worked either by the revolution of a screw fastened to the tube and passing through the slide, or by means of a kind of endless chain and a wheel. By reversing the motion which throws the staff out of the tube into the gun, it may be withdrawn.

If, then, as in Fig. 2, the tube, B, be connected with the side of the turret and near the roof by a strong hinge, *a*, and the other end suspended by means of a cord, *k*, passing over a pulley, *i*, it may be easily lowered in front of the muzzle of the gun. The screw, *L*, working the slide, *p*, may then be revolved by means of a very slight power at the wheels, *n*. The wheel, *l*, directly connected with the screw, only being one-fifteenth the size of the cog-wheel, *n*, (in diameter), one revolution of the latter giving fif-

teen revolutions of the former, *l*, any desired speed can be obtained. Otherwise the staff can be worked as in Fig. 1. A chain connected with the slide, *p*, passes forward over the wheel, *G*, at the end of the slot. Then back, passing around the large wheel, *F*, it runs over a small friction wheel, *I*, at the end of the tube, and, entering the tube, is secured to the end joint of the staff. The wheel being turned in the direction of *I*, throws the slide forward, and a contrary motion (as before) brings it back. Fig. 3 gives the horizontal projection of single joint; Fig. 4, a cross

curved at the back end. These rods are fastened at this end to a block of wood, and are made to slide freely, yet tightly, through a small opening in the front of the sponge. Being shoved forward, they pass out through the aperture, and, curving up and around the sponge head, completely cover it and offer a firm front to the ball or cartridge. The pressure of the latter against the rods holds them in position, from the peculiar manner in which they are curved. A backward motion of the block draws them within the head.

After the sponge is in the bore, it may be turned in the same manner as that attached to a common sponge staff. To allow of the staff being turned, the joint next to the tube (the staff being in the bore) is fitted to the one which precedes it by a "ball and socket" (Fig. 11) joint, or by a simple "swivel." A double motion is thus allowed to the staff.

This "flexible staff" has been found by trial to work perfectly successfully, although that trial has not as yet been made in the turret of a Monitor.

Quite a number of officers of both branches of the service, beside several noted mechanics, have expressed favorable opinions, not only of its superiority over the present means of loading turret guns, but also of its adaptability to confined casemates. While much time could be saved by its use in loading turret guns, a corresponding amount of labor would also be economized, and the number of men employed about the gun could be reduced by perhaps two or three.

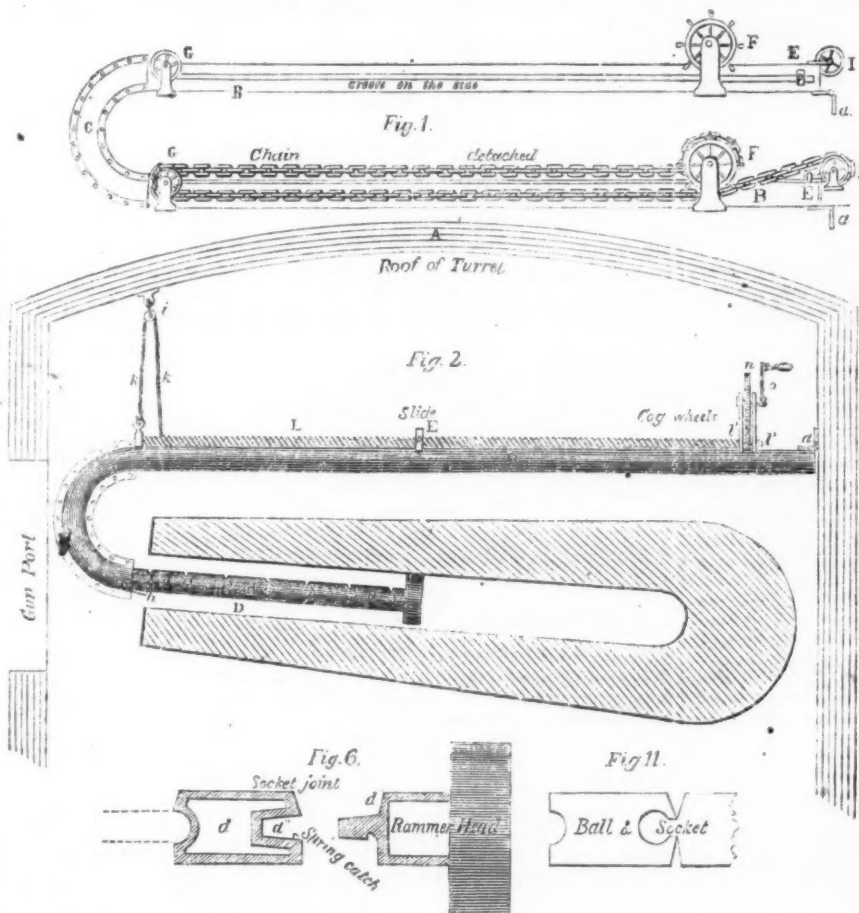
As the inventor of this rammer is still engaged in his studies at the Academy, he has not been able to give as much time to its perfection as he would desire.

Experiment may suggest some modifications in the proposed method for ramming guns in confined spaces, which is especially meritorious considering the youth of its inventor. Our cut is not altogether a correct representation of a gun in a turret, but it will serve to illustrate the rammer proposed.

IN compliance with instructions from the War Department, Brevet Colonel Alfred L. Hough, captain Twenty-eighth U. S. Infantry, is announced as aide-de-camp on the staff of Major-General Thomas, commanding the Department of the Cumberland. Colonel Hough will continue to perform the duties of acting assistant adjutant-general and chief commissary of musters, at department headquarters.

It is understood that no more recommendations for appointment in the Army will be sent up for the action of the executive, until after June next.

GENERAL HANCOCK is expected to proceed to New Orleans, this week, and assume command of the Fifth Military District.



section; Fig. 5, the vertical projection. A spring inserted in each joint (*g*, of Fig. 3) gives rigidity to the rammer when in the bore of the gun (the principle is exemplified by the working of the handle of a pocket-knife and its blade), or the same may be obtained by placing at the end of the tube a catch, so as to lock each joint with the succeeding one as it leaves the tube, and unlock it on its return. But neither of these is necessary, as the joints are so constructed as to bend only a few degrees (enough to pass the curve), and this will prevent any inconvenient doubling up in the bore of the gun. In the curve of the tube a double row of friction rollers is inserted, thus preventing all rubbing. In regard to sponging the bore, either two staffs and tubes may be used, or only one. In the latter case, the head of the staff must be fastened with a spring catch, as in Fig. 6. This will allow it to be quickly removed and another inserted.

A double sponge and rammer head has been contrived in order that there may be no necessity of removing or changing the heads. Through the centre of the sponge head, similar to that now in use for the 5-inch Navy guns, work four iron rods, all slightly

THE ARMY.

LIEUTENANT-GENERAL W. T. SHERMAN, commanding Military Division of the Missouri, has issued the following order:

By and in pursuance of the authority of the War Department, as contained in the communication of Brevet Major-General E. D. TOWNSEND, assistant adjutant-general, under date of October 15th, 1867, the United States property known as Jefferson Barracks is hereby assigned to the exclusive use of the Engineer Department of the Army, and will be vacated by all other troops. The officer of the Engineer Corps now on duty there will cause a survey to be made and a map submitted to these Headquarters, for examination and for approval by the Secretary of War, including Jefferson Barracks proper and all permanent buildings thereto pertaining, except the hospital, and will draw and mark a continuous line from the Mississippi River to the rear line of the reservation, passing between the guard house and hospital, so as to include the former, and leave the latter, to be hereafter transferred in a like manner to the Ordnance Department. He will also bound the Engineer reserve on the south by a line parallel to its northern boundary, so as to leave a space of public land on its south for the National Cemetery, or any other public use that time may require.

On the transfer of this land to the Engineer Department, the Chief Engineer at Washington, D. C., is requested to transfer to the quartermaster-general the twenty thousand dollars appropriated for building engineer quarters at Jefferson Barracks, to be by him applied to the building of soldiers' barracks in the Department of the Missouri.

The temporary buildings outside the Barracks proper are not included in this transfer; and the chief quartermaster of this Military Division may also collect all materials and movable property now at Jefferson Barracks, not necessary to the Engineers, but which can be used elsewhere for the troops, and transport the same to Fort Leavenworth, Kansas, or such other points as the public interest may require.

A PRIVATE soldier of the Engineer Battalion was recently tried before a General Court-martial, at Willett's Point, New York Harbor, charged with "conduct prejudicial to good order and military discipline," and "striking his superior officer while in the execution of his office." The specification to the last charge reads as follows:

Specification—"In this: that PATRICK CARRICK, private, of Company D, Battalion of Engineers, did strike his superior officer, Sergeant MICHAEL HAYS, Company B, Battalion of Engineers, three times in the face while he was in the execution of his office, in trying to get Private JOHN RIELLY, Company C, Battalion of Engineers, who was creating a disturbance in the village of Whitestone, L. I., to go to the post at Willett's Point, New York Harbor. This at the village of Whitestone, L. I., between the hours of 10 A. M. and 12 M., on the 10th day of August, 1867."

The Court found the accused guilty of the first charge and of the second charge and specification, and sentenced him to be confined at hard labor, under charge of a guard, for the period of six months. The proceeding, finding, and sentence of the Court have been approved by General GRANT, and the execution of the sentence ordered.

This would seem to be a decision on the meaning of the term "superior officer" in the ninth Article of War.

BREVET Major CHARLES O. WOOD, captain Ninth U. S. Infantry, has been tried before a General Court-martial at San Francisco, California, for "Disobedience of Orders" and "Violation of the 99th Article of War." The Court having found the accused guilty of the charge preferred, sentenced him to be suspended from rank and command for a period of two months, and to be reprimanded in orders by his department commander.

Major-General McDOWELL, commanding the Department of California, makes the following remarks upon the case:

The proceedings, findings, and sentence in the case of Brevet Major CHARLES O. WOOD, captain Ninth Infantry, are approved. In consideration, however, of the recommendation of the majority of the officers composing the Court, so much of the sentence as imposes suspension from rank and command for two months is remitted.

The sentence further provides that the accused shall be reprimanded in orders by the department commander.

To so good a soldier as Brevet Major WOOD, the sentence of a Court composed of many distinguished brother officers, is, in itself, a sufficient reprimand for the offences of which they have found him guilty. Brevet Major WOOD will be released from arrest, and will return to duty.

COMPANY M, Tenth Cavalry, was formed at Fort Riley, Kansas, October 15th, completing the organization of the regiment, and is under orders to march November 1st for Fort Gibson, C. N., Indian Territory, and take post at that station. Captain HENRY E. ALVORD is in command.

THE quarantine established on the coast of North and South Carolina, by General Orders No. 3, of March 27, 1867, from Headquarters Second Military District, will be suspended, on and after the 1st of November until further orders.

BREVET Major-General POPE has issued the following order:

It having been represented to the general commanding this district by the Governors of Alabama and Florida, that the proper State officers find it very difficult, and in some places impracticable, to collect the State taxes, in consequence of violent and unlawful opposition from the people, it is hereby ordered that all post and detachment commanders in this district furnish to the proper civil

officers such military aid as may be needed to enable them to collect taxes imposed by the laws of the State.

Commanding officers, furnishing the military aid herein ordered, are informed that they will be held to strict accountability that it is only used to the extent and in the manner which a faithful execution of the law requires.

GENERAL CANBY issued the following order on the 21st instant:

Post commanders may admit to bail persons not subject to the Articles of War, held in arrest by military authority, charged with offences not capital, upon security, as provided in the following paragraph.

Security shall consist, first, of a cash deposit, of the amount for which bond is required as bail by the State law in like cases; or, second, of a bond in like sum, running to the post commander, conditioned for compliance with all orders, with surety, who must be a freeholder and must justify in twice the amount of the penalty; and must, under seal, authorize any officer so ordered by the post commanders, in case of default, and non-payment by the surety on demand, to summarily seize and sell sufficient of the property of principal and surety, to satisfy the forfeiture and cost; and immediately upon default made, the bond shall constitute a lien upon the personal property of both principal and surety.

All bail and other bonds taken under military authority will conform to the foregoing directions when not otherwise specially provided.

BREVET Major-General POPE, commanding the Third Military District, on the 18th ult. issued the following Order:

Whereas, by General Orders No. 59, from these Headquarters, dated August 31, 1867, an election was ordered to be held in the State of Alabama, on the 1st, 21, and 31 days of October, 1867, at which election, in pursuance of an act of Congress, entitled "An Act to provide for the more efficient government of the rebel States," and the acts supplementary thereto, the registered voters of said State might vote "for a Convention," or "against a Convention," and for delegates to constitute the Convention in case a majority of the votes given on that question should be for a Convention, in case a majority of all the registered voters should have voted on the question of Convention.

And whereas, at an election held in pursuance of said order, and in conformity to said acts, there were polled on the question of Convention votes to the number of ninety-five thousand eight hundred and sixty-six, being more than one-half of one hundred and sixty-five thousand eight hundred and thirteen, the whole number of registered voters in said State, including those registered during the five days mentioned in said order: and of the whole number of votes polled on the question of Convention, ninety thousand two hundred and eighty-three, being a majority of the same, were cast, "for a Convention."

And whereas, At said election the following persons were elected as delegates to said Convention from the respective election districts in which they were so chosen.

[Here follow the names of the delegates elected.]

It is ordered: that the persons above named do meet in Convention at Montgomery, Alabama, at the Capitol, on Tuesday the fifth day of November, 1867, and proceed to frame a Constitution and Civil Government for the State of Alabama, according to the provisions of the acts above referred to, and that when the same shall have been so framed, the said Constitution be submitted for ratification to the registered voters of said State as further required by law.

BREVET Major-General JOSEPH A. MOWER, commanding the Fifth Military District, has issued the following order:

In compliance with the third and fourth sections of the supplementary act of Congress, passed March 23, 1867, the commanding general hereby declares the total vote cast in the State of Louisiana, at the election held September 27th and 28, 1867, on the question of a convention "for the purpose of establishing a constitution and civil government for the State, loyal to the Union," to be as follows: Seventy-nine thousand one hundred and seventy-four. Of these votes, 75,083 were cast for a convention, 4,006 against a convention, and 85 were blank.

A majority of the whole number registered in the State having voted, and a majority of the votes cast being "for a convention," as prescribed by acts of Congress, the delegates elected at said election, as hereinafter named, are notified to assemble in Convention at the Mechanics' Institute Hall, in the City of New Orleans, Louisiana, Saturday, November 23, 1867, for the purpose of framing a constitution and civil government according to the provisions of the acts of Congress of March 2 and 23, 1867. [Then follows a list of the delegates elected.]

COMPANY C, Fifteenth U. S. Infantry, under command of Lieutenant DEBOIS, has been ordered from Mobile to Selma, Ala., and left for the latter place October 22d. Lieutenant H. SWEENEY, Fifteenth U. S. Infantry, has been assigned temporarily to Company G, and is in command of company.

THE following alterations have taken place in the officers stationed at Fort Columbus, N. Y. Harbor, during the week ending October 29th, per instructions from Headquarters General Recruiting Service, New York City, viz: First Lieutenant Thomas Dry, First Infantry; First Lieutenant J. P. STORY, Thirty-fourth Infantry, and First Lieutenant H. E. BATES, Second Cavalry, joined depot for duty. First Lieutenant John Kelliher, Forty-second Infantry (Veteran Reserve Corps), ordered to Utica, N. Y., to relieve Captain Chas. E. Farrand, Twentieth Infantry, in charge of rendezvous at that place and Rome, N. Y. Captain James H. Gageby, Thirty-seventh Infantry, ordered to Boston, Mass., to relieve Brevet Major H. J. Hayden, first Lieutenant Third Artillery, in charge of rendezvous at that place.

LIFE ON THE PLAINS.

A LADY correspondent has sent us an interesting account of a picnic on the Plains, which we are unable to print entire on account of its length. We make, however, the following interesting extract:

Taking now the homeward path, we paced leisurely along, noting by the way the varied colors of the tall prairie grass, just touched by Autumn's tints. Lines of pale gold color were met by strips of vivid green, still spared since Summer; and these, waving and blending with darker hues, changed at a distance to a golden brown.

In some places the ground was covered with deer and elk tracks. We wished for a glimpse, but could obtain none at that time, of the shy animals whose feet had caused them.

Large wagons, drawn by patient mules, were journeying, laden with freshly-cut hay for the Army horses' Winter food. One of these we followed to the ford, safely recrossed the alternating streams and sand-bars, and arrived triumphantly in garrison, with well-filled game bags, just as the sunset gun had fired to salute us.

As we dismounted at our door, friends met us with eager inquiries: "Had we seen any enemies? Had we met with the escort sent out to protect us?" and the like. We could only answer that we had seen no one, and beg to be informed of what had happened during our absence. The story was soon told. Three hundred Brule Sioux, under Little Thunder, came from the bluffs, and, before they were even remarked by the garrison, drew up close to the fort, and seemed as if about to spread their lines completely around it. This caused much alarm among the inhabitants, who, doubting whether they saw friend or foe, set about preventing them, at least, from entering the enclosure. As it happened, the force within was extremely small; most of the officers were at that moment engaged in and witnessing target practice, in which our "Battery C" distinguished itself frequently.

Little Thunder displayed a flag of truce, and announced the most peaceful intentions. After lingering near the place for a time he and his followers departed, having, so far, done no harm; yet the impression left by their apparently aimless visit, was by no means one of security, and led to the sending out of an armed escort, to warn or aid us lone pic-nickers, as the case might require. They did not find us—but neither did the Indians. This last thought, with a sense of safety and thankfulness, accompanied me all through the cheerful evening, as, cozily settled in our favorite arm chairs, my husband and I chatted over the events of the day.

This, however, was not to be the end. No later than next morning the high road was to be seen thronged with Indians mounted on ponies, with their squaws and lodges, all wending their way toward the fort. But this time it was evident they meant no ill, having probably come to beg support for the Winter. (I notice they become friendly exactly according to the measure of their needs. In cold weather, when they cannot well fight, and game is scarce, they feel very peaceable indeed.) The ladies in garrison were fain to forget their fears in the interest of going among these singular beings, and examining their odd, fanciful costumes.

As I passed out of the fort, on the west side, I saw the scene of a real Indian pic-nic spread before me. Ponies, unfasted from their burdens, the wigwags, were cropping the grass contentedly. Some of the riders rested lazily on the ground, while others, still comfortably mounted, were watching and directing their hard-worked squaws in the work of ordering the luggage.

Young Indians of all sizes were among the assembly, from the minute pappoose, peering over its mother's shoulder, to the half grown boy, proud of his pony and bead-work trappings.

There was a curious distinction between this and ordinary pic-nic parties. The item of food, which usually figures largely in our preparations, seemed with these creatures to be procured on the spot, and by means of a most curious traffic.

Noticing this I dispatched my Adolphus to the house for a supply of groceries, and, walking up to a rather good-looking squaw, began acquaintance according to minute directions from the interpreter. Taking in my hand a long bead necklace, one of the many ornaments she wore, I signified that this was the object of my desires by ejaculating: "Swap? coffee? sugar?" with the most affable smile, and great emphasis.

She looked at me gravely (they wear a look usually of entire vacancy, which, when it deepens into anything that may be called expression, becomes one of the most solemn gravity), examined curiously my hat, and the silk of my mantle, appearing especially delighted with the fringe around it. Finally, pointing to the baby on her shoulder, she uttered, nodding, "Ung! pappoose—coffee—sugar—heap!"—which, whether it meant that the pappoose required those articles, or not, was enough to satisfy me that I might deal them out in small "heaps," certain of obtaining some trinket in return. The value, of course, consists mostly in the manner and interest of obtaining the article.

Leaving the scene of my first business transaction, I moved on to further conquests. A gayly decked youth, with strings of shining tin medals hung down his back, and massive bead chains about his neck and head, had almost exchanged one of the latter for my blue neck-ribbon, which I made to float from the ends of his braided hair, to fascinate him. But, while he hesitated, a big "brave" rode up, and, pulling a new arrow from his deer-skin quiver, handed it to me, then immediately fastened the bright blue ribbon round his ugly copper-colored throat.

It was altogether very entertaining. My husband procured for "swap—coffee—sugar"—a pair of moccasins and girdle-pouch of bead-work, made by the squaw of the brave who wore them.

There was one magnificent buckskin robe on a fine looking squaw of the tribe. It was almost a mass of beautiful bead work. We were told it could not be bought for anything less than a pony, and had to turn our admiring eyes away.

After a while there was some disturbance occasioned by one of the braves, who, under the influence of "fire water,"

was scolding and dragging his poor squaw about in a most relentless manner. This caused the chief to give orders for an immediate move, and in a very short time the traps were mounted and their possessions safely stowed away on the fleet little ponies. Soon they sped swiftly over the plains and were lost to sight, leaving no sign of their presence beyond the few trinkets we held in our hands, and the memories of their visit, which will long remain in the minds of us who saw it, as one of the varied reminiscences of our (we trust) transient stay upon the prairies of Nebraska. M. L. M.

THE BRITISH IRON-CLADS HERCULES AND MONARCH.

THE London Army and Navy Gazette gives the following account of the British iron-clads *Hercules* and *Monarch*, of which so much has been said by the English press in speaking of the recent experiments with the American XV-inch gun, at Shoeburyness:

The progress of her Majesty's iron ships *Hercules* and *Monarch*, constructing in Chatham dockyard, must be regarded as altogether satisfactory. These ships, when complete, will be the most powerful vessels of the British navy, embodying rival principles, and carrying guns sufficiently powerful to throw shot capable of penetrating any ship of war yet built. The latest improvements on the broadside principle—advocated by Mr. E. J. Reed, the present chief constructor of the Navy, and in the turret system, with all its specialities and idiosyncrasies—will be adopted in building these two great iron men-of-war. The broadside ship *Hercules*, laid down on the 1st day of February last year, will leave her dock next February, and in the following June will be ready for commission. The building of the *Hercules* began, *de facto*, on the 24th of May, 1866, and from that date to the last Saturday in September 4,600 tons of iron, weighed by the ship's side, had been used in building her to the present form. There are now 686 artisans of all grades at work on board, and Messrs. Penn & Son, of Greenwich, are contracting for the *Hercules*' engines of 1,200 horse-power, calculated to propel her through the water at the rate of fourteen knots, despite the comparative shortness of her keel and the immense weight of her iron hull and armament. Like the *Pallas*, her sides are indented, and she can fire shot with complete ease, fore and aft, while end-on, presenting to the enemy a small target to aim at. The plating of her sides is of unequal thickness, to meet probable results during an action, thus, where she is most likely to be struck by the enemy's shot or shell, she is made doubly strong. From the bottom of the ship to her water-line the plating is six inches thick, while at the water-line, deemed to be her most vulnerable "streak" or round, the plating is nine inches thick; in addition to this thickness of iron, there is a passage built of angle iron and three-quarter-inch plate, the entire space between this passage and the ship's frame being filled in with teak wood—making the thickness of wood and iron, at the line of flotation, the enormous thickness of five feet. The introduction of the timber, supporting and supplementing the iron at that part of the ship most guarded, is a novelty of construction, although the *Dunderburg*, recently purchased by the French Government, is thickly backed with immense balks of timber. From the 9 inch iron belt to the main deck the plating is of six inches, but the line of ports is protected by iron plates eight inches in thickness, the wooden backing downward being twelve inches through. The *Hercules* is rather more than half complete, and when fairly afloat the approximate cost will be £300,000. We have stated that her armament is to be very heavy. On the main deck will be eight immense guns of 18½ tons, to throw 600-lb. shot. On this deck, also, will be a 12½-ton bow gun, and a stern gun of the same calibre, to fire fore and aft in the line of keel, and also in a line with the guns protruding from her indented sides. The bow and stern guns will each command three ports, being mounted on Captain Scott's improved carriages, previously described in this journal. Two 7½-ton guns will be mounted on her fore-castle, and two of like weight at the stern; and although, according to present instructions, these guns will complete her armament, yet it is very probable the number will be increased by the introduction of two other guns in parts where they will be most needed. Within the centre battery of the *Hercules*, divided from the rest of the ship by iron bulkheads, will be four turn-tables, on which will rest the guns fired from the ports in the indentations fore and aft, as well as from the ordinary broadside port. When it is necessary to discharge the guns nearest the indented side, forward or aft, the turn-table will be brought into use, and the gun fired forward or aft, and also from the broadside port, as circumstances may require. The peculiar position of the armament, together with the number of ports commanded by one gun, render this broadside man-of-war as near like a turret ship as possible, so far as the rotary movement is concerned; the only difference being that in the *Hercules* the ship is comparatively stationary, while the guns only revolve. The internal arrangements are excellent; there is plenty of ventilation, good accommodation for officers and seamen. She is high, broad, and roomy, and when complete will be a valuable addition to our iron-clad squadron. Her dimensions are as follows:

Length between perpendiculars, 325 feet; extreme breadth, 59 feet; depth in hold, 21 feet 1 inch; burden in tons, 5,226.

Within a few yards of the *Hercules* is building another ship of totally different design, yet, without doubt, a splendid specimen of naval architecture, adapted to receive two turrets on Captain Cowper Phipps Coles's principles. Although the *Monarch* is far behind her companion, as regards completion, she is in a fair way, and will be completed nearly by the time originally fixed. She was also designed by Mr. Edward J. Reed, and laid down on the 1st of June, 1866. It has been arranged that she is to leave her slip next June, and by the end of 1868 be ready for service afloat. At present she is three-and-a-quarter-eighths built, 620 men of all trades being employed in the work of construction. Messrs. Humphreys & Tennant are making her engines,

of 1,100-horse power, and it is estimated that, on the trial, she will attain upward of eleven knots at full boiler power. Two turrets, each mounting two 22-ton guns, will be fitted in the ship, the thickness of each, on that part contiguous to the ports, being ten inches. After discharging the shot the turret will revolve, presenting a blank semi-circular surface of eight inches in thickness. The sides of the *Monarch* are of armor plate, seven inches thick, backed with wood twelve inches through. The wood backing will also be thinly plated, and a semi-circular screen placed on board to guard against shot or shell falling into and disarranging the machinery. There is a noticeable peculiarity about the bow of this vessel. The upper portion of her stem itself is round, and the lower flat, forming the letter V., as seen from the end of her slip facing the prow. In the upper part are two port holes, from whence a bow gun on a revolving carriage can be discharged; but an outer bow will be built of iron, giving the ship a more slightly appearance, and the bow gun will be thus protected, being some twenty feet within the outer stem through which it will fire. The inner bow is plated five inches in thickness. From the 27th of October, 1866, the date of her actual commencement, to the 28th of last month, 3,200 tons of iron were weighed alongside, and represent the hull as it stood at that date. She is five feet longer than the *Hercules*, and is a fine, roomy vessel; it having been so arranged that the turrets should interfere as little as possible with the comfort and health of the crew and the working of the ship. It is not improbable that as further experiments prove the necessity of increasing the power of resistance, the proposed turret plates of this ship will be of increased thickness. The dimensions of the *Monarch* are as follows: Length between perpendiculars, 330 feet; breadth, extreme, 57 feet 6 inches; depth in hold, 18 feet 8 inches; burden in tons, 5,098.

Thus it will be seen that although the turret ship is of less horse-power than the broadside iron vessel contiguous, she is 128 tons less burden, with five feet excess in length, which will compensate for the lesser horse power, and equalize the approximate rate of speed to be got out of both men-of-war. It is gratifying to be enabled to report upon these interesting ships in a manner altogether satisfactory, and we do so from minute and careful observation, again asserting that two finer ships have never been constructed at Chatham or elsewhere.

GENERAL KIT CARSON.

A CORRESPONDENT of the Washington Chronicle gives the following description of Kit Carson the well-known hunter who at present commands a battalion of New Mexican Volunteers.

On my return to Garland from the expedition before spoken of, I found General Carson in command, and I was as anxious as a school-boy to see America's ideal hunter and Indian fighter. Who has not read of some fearless exploit, some hairbreadth escape of Kit Carson! I have pictured him to myself as an equal of Nimrod—a man of huge stature and powerful limb, with fierce dark eyes, swarthy complexion, and long black hair and beard; with a voice like a lion and a stride like a giant: a powerful nature filled with strong passions and governed by noble impulses. I was sitting in the quarters of Colonel Pfeiffer an hour after my arrival, reading the latest papers, when I noticed a man in soldier garb entering. He did not shut out enough sunlight to attract particular attention, and I would not have looked up had I not heard the voice of Colonel Pfeiffer saying between the whiffs from his meerschaum, "Mr—, permit me to introduce you to General Carson." I rose and reached out my hand to the one extended from the other side of the table, and as our hands relaxed and we each took a seat I felt I knew Kit Carson, though the boyish ideal had vanished. Five feet six in his stockings, deep-chested and squarely set, with the slightest stoop of the shoulders, feet and hands small, an oval face, very young-looking for his fifty-eight years of age; light blue eyes, gentle as a woman's and clear as a boy's; the mouth well cut but with straight lines around the corners and the appearance of having been made from a harder material than the rest of the face; the nose not remarkable; but the brow broad, rounding, and smooth; with thoroughly Saxon hair falling to his shoulders, and looking a little thin on top and streaked with threads of silver; a mustache of the same light color was the only hair on his face. He wore his brigadier-general's uniform in a careless, half-Indian way that looked very comfortable. I was particularly struck with General Carson's style of conversation. He spoke in a low, soft tone, and measured his words as if his life depended on expressing himself in a proper shape. Sometimes he would stop, as if to recall a word, and, naturally, I would suggest one, but with the greatest indifference he would pass my aid unnoticed, and, using some strong Saxon phrase of his own, finish the subject, oblivious of any remarks, questions, or conversation around him.

I had a delightful time during my three days' stay at Garland. From General Carson I learned that he was born near Richmond, Madison County, Kentucky, in the year 1809. When quite young his father moved to Missouri, and when Kit was sixteen years of age he started with a band of traders and trappers for the distant West. For eight years he lived among the Indians, without seeing a white man or visiting a settlement. He dressed as they did, and, adopting their mode of life and chase, soon excelled their best hunters. When the war with Mexico came he came forward and offered his rifle to the service of his country. During that struggle no one man was more useful, and none truer than the renowned trapper. When the Indians rose in New Mexico and Arizona, Carson was the only man who could quell them. He, at such times, would throw away the regulation dress, and, with his followers, adopt the Indian mode of fighting and living; and the Indians dreaded him in war as they revered him in peace.

When treason armed its minions in every section against our country, and New Mexico was invaded from Texas, Carson scorned the bribes held out, and, gathering the Mexicans about him, he raised troops and gave battle to the Rebels. He still commands a battalion of the men so raised.

General Carson is married to a Spanish lady, and has a large family. I learn that he is not wealthy; such men never are. He knows nothing of politics, and never asked a favor from the Government, nor would the proud old man if he were dying. Would it not be paying a deserved tribute to a worthy man to make his lieutenant-colonel's commission a life one, and to fix his brevet star? Scores of men less deserving have been more honored. Not one could be more serviceable here as a regular officer than Kit Carson.

General Carson's men are all Mexicans. The officers, however, with one or two exceptions, are Americans, and old friends and comrades of General Carson, whom they affectionately call "the old man." Colonel Pfeiffer says, "The old man's only fault is, he will not drink." Pfeiffer himself is a remarkable man, and simple-hearted as a child. He left Holland twenty-two years ago, on account of some family trouble. Though a man of fine education, he came to the West as a private soldier, and has remained here since. He married a Mexican woman, and lived happily for some years with her and his increasing family. One night the Apaches came down, and before his eyes, as he lay bleeding outside his house, he saw his wife and children killed, and then thrown into the flames. He was left for dead, but afterward crawled for miles till he obtained relief. Though only forty-five years of age, Colonel Pfeiffer looks older than General Carson. He has frequently been terribly wounded. He is said to be perfectly fearless, and a very lion where there is an Indian to fight. Major Thompson, Captain Mintoys, and Tom Tobin, the guide, are all characters I wish I had time to describe.

LEAVING THE CONTINENT—CHURCHES AT ROUEN.

BRIGHTON, ENGLAND, September, 1867.

DEAR CHARLIE: Having crossed from England to France by way of Folkestone and Boulogne, we concluded to return to England by another route, that from Dieppe to New Haven, stopping at Rouen on our way from Paris to the coast. We arranged so as to arrive at Rouen sufficiently early in the afternoon to order our dinner, and while it was preparing take a look at its famous cathedral.

On the Continent there are three cathedrals that the traveller naturally compares together from the marked differences that exist in each. That at Milan, called the Duomo, though centuries have elapsed since it was begun, and with many pinnacles and statues still wanting, being built of white marble and kept clean and bright, and withal much care taken with it, to have the work of completion proceed on all sides symmetrically, has an air of finish and newness that makes its exterior, probably, the handsomest in the world. It seems, indeed, to require but a few slight touches to render it the perfection of church architecture.

The cathedral at Cologne was commenced in 1248, and is not yet, most likely never will be, finished. Some of the most essential proportions of the exterior are yet undeveloped, but the completed portions surpass in grandeur corresponding parts of the exterior even of the cathedral at Milan. The ornamental carvings around the doors and pillars of the interior were much damaged by the rude French soldiery when they occupied Cologne and used the church as a forage-house. The discoloring stains of age streak the most exquisite ornaments with broad blotches, while in many places portions that have crumbled away or been destroyed have been replaced by new material, so that the whole structure reminds you of some fair exotic removed too soon from its congenial clime, and ere its growth has been attained doomed to die even while the traces of its youthful beauty, that gave promise of a rare unfolding, are crossed and seared by the signs of a premature decay.

The cathedral at Rouen, on the contrary, seems complete—at least nothing is obviously wanting to perfect its proportions, or give a finish to this beautiful work of art, handed down to us by the taste and generosity of the people of the fourteenth century. It is a dark and gloomy, but nevertheless a most superb, building of the Gothic style. Its chaste proportions, and the elegant tracery of its filigree stonework, weave a spell whose charms, despite the corroding touches of time, shine through the weather-stains, and are heightened by the air of mysterious gloom that shrouds its long aisles and arched roof.

To enter this church from the busy streets of the thriving town—where the march of trade and modern civilization, fast erasing the fading footprints of dead centuries, is opening the old narrow alleys, pulling down houses, and letting the light into strange places—seem, like stepping back from the present into the breathing, living, and actual past, with its grave but turbulent humanity, whose great voice here found utterance in petitions to the same Heaven that smiled down then as it does to-day on these gray old walls. How varied have been the scenes enacted beneath its roof, and how different were the characters who have here bent their knees before its shrines! From the shadows of its chapels fierce soldiers, whose hearts softened only toward the church, have borne forth their banners or *oriflammes* crowned with new blessings, and dedicated to new triumphs. The bigotted followers of a cruel priesthood drank from this fountain the inspiration that leavened a fanaticism wilder than that owned by their teachers, and which urged them on to the bloodiest persecutions. Then came the Huguenots, sweeping with fire and sword over the threshold, nor staying in their mad revenge until the flames kindled by their zeal had consumed pictures, altars, and relics, and left in the smoked walls of the interior and the half ruined stained glass windows mementoes of their justly-awakened wrath. But there was another change. The revolution broke out, and the people wanting materials for cannon, the church was again invaded. The bells were taken from the towers, and even the bronzed plates were wrenched out and carried off that, bearing the arms of those who were buried there, had been inserted in the slabs that marked their resting-places beneath the floor. As you walk along the aisles, you notice that nearly the whole of the pavement is composed of these memorial slabs, with many of the inscriptions worn out by the tread of successive generations, and your foot

strikes against the irregularities of surface left where the bronze plates were torn from the stone.

It was very pleasant standing there in the dusk of evening, and in the shadow of the columns that arched over our heads like the trees of the forest. Pleasant to be among the tombs and monuments of the good and true, whatever may have been their religious faith. And among them lay a manly heart, willed by its owner to moulder within the sanctuary he dearly loved, and on the small lozenge shaped slab that covered it we read that the heart of Richard Cœur de Lion lay below it. This is buried under the floor of the choir, and near it lies the remains of other heroes almost as famous. In another part of the church is a monument to the Duc de Brienne, husband of Diana of Poitiers, the protégé of Henry II. of France. The duke's effigy represents him in the act of dying, while his wife, who erected the monument, kneels at his feet. This singular group, I need scarcely say, suggests some odd reflections to those of the beholders who may happen to know much of the lady's story.

But there were other places of interest to see in Rouen. We next paid a hasty visit to the church of St. Omer, said by many to be one of the finest in Europe. There is here a curious and beautiful effect to be noticed, that, whether accidental or not, is worth mentioning. Standing by the font, with your face towards the altar, you can see reflected in the basin of holy water before you nearly the whole of the grand interior, with its pillars, groined arches and variegated windows as if seen in a camera.

We went thence to the Hotel de Ville, a fine structure of feudal times, that once belonged to the monastery of St. Omer, and which has been the theatre of many stirring scenes. We then drove to the Place Pucelle to see the spot where Joan of Arc was burned. The square is a small one with four narrow streets opening into it, and among the houses that surround it are several whose aged appearance indicates that they witnessed the horrible tragedy. On the place where the stake stood there is a monument to the brave woman's memory, but the stone of which it is made is stained a greenish gray by a thousand storms that have roughened the once fair outlines. Even while standing on the spot where she met such a terrible death, and recalling to mind the contemporaneous men and events whose tendencies naturally resulted in that outrage on humanity, it is hard to realize that men could be so cruel; hard to believe that an archbishop of a Christian church, itself born of martyrdom, could countenance if not conduct the execution, and, following the victim beyond this life, direct her ashes to be thrown into the river as if anticipating the future time when they would be sought for and worshipped as relics. It is harder still to believe that the king, whose throne she helped to save, and the people whom she rescued, had no voice to plead her cause nor an arm to raise for her defence. But time, whose rapid reactions make men's deeds appear strangely inconsistent, brought here a mourning throng, who, with weeping eyes and reverent mien, raised this statue to celebrate a woman's patriotism and shame the rough men who here saw the flames wrap her weak form with no tears in their hard un pitying eyes, and, as her dying head drooped on her bosom, heard her sad moans with perhaps as little emotion as did these old walls around us.

Perhaps, Charlie, you think that I have said enough before now about old churches and old statues. It may be so; but will you not bear with me for this once? For in a few weeks—nay, I can count the days now—I shall be back where we have none of these legacies of the past that belong as much to us as to those who now possess them. I shall be back in the land where the taste for the old is forgotten in the thirst for the new; where new forms and new theories, the unchecked and unpruned growth of our fertile soil, nearly choke out the veneration we feel for the good others have done who are now dead and gone. And when I return, I can never again, as I have done here, loiter near the altars made more sacred by the bent knees of representative men, whose souls, though trammelled by the bigotry of their day, were the pioneers of the progress and enlightenment of our own. No! never can I linger there, as I have here, near some old picture, until the purple shades of coming evening mingle with the shadows of the cloister, and the shapes and colors from an inspired hand blend imperceptibly with the pictures woven in the air by the subtle fingers of the fancy. I have no sympathy with the swinging censers, burning candles, or boy-choir—no half-hearted and morbid hankering after Pan-Anglican rites, ceremonies, and milk-and-water doctrines; but I do love an old church, whatever the faith that raised its walls, or that now holds its ceremonies within it.

The roofs that covered the priesthood once held all the world know of learning, and if we no longer need the one or the other—if we have struck into shorter roads to salvation—let us reverence the old buildings for the good they have done; but if not that, love them for the associations they engender with the soldiers and scholars who have gone before us.

It was with such thoughts as these that I took my last look at the statue of Joan of Arc, and the cathedral towers and church spires of Rouen. The morrow evening was to find us in England, and the recollection of this town and its memorials of the past were the last that we were to cherish of the continent where we had journeyed so long and so pleasantly.

We took the cars next morning and after a few hours' ride over the lonely plains of Normandy arrived at Dieppe, where we embarked on one of the small Channel steamers for New Haven. These boats are very uncomfortable, and the trip by the route we were travelling, which is the shortest in an air line to London, requires about six hours from shore to shore, though by the Folkestone route you are only about an hour and a half crossing the water. We looked long at the quaint old town we were leaving, bade a lingering farewell to France, saw the hills that surround the harbor grow dim, and by that time were lost to all sense of the romantic or picturesque. I had fondly hoped that an experience gained by crossing the Gulf of Mexico six times, passing around Hole-in-the-Wall nine times, and doubling Hatteras I do not know how many, had made me proof against sea-sickness; but I was mistaken. The toughest veteran would strike his colors crossing the Channel when the wind is a "little fresh." I thought

first of the pleasant land I was leaving, then of the brown hills that were fading into blue, glanced at the spires and towers of Dieppe, then at the on-coming cloud that darkened sky and sea, and then began asking myself whether I was not about yielding to the common weakness? I who had weathered so many storms, and walked the decks when comrades groaned below? I gave it up at last and abandoned myself with reckless indifference to my fate. Throwing myself down on a bench, with my cloak around me, careless of the light rain falling or the cold winds that at intervals dashed the spray over me, I became as utterly miserable as the most wretched victim on board. Gone were the charms of travel, gone the bright skies of France and her sunny fields! Her cathedrals and palaces had now no attractions, and her miles of pictures no alluring colors for me! Even our future home that we had painted with Hope's fairy pencil had the same leaden hue as the sky above me. Wife, family and accompanying friends were almost forgotten or only remembered with a vague hope that they were "all right," and if not that they were happily as indifferent to their comfort as I was to my own, while my only object of solicitude was the whereabouts of the tin basin that the polite steward had, against my earnest remonstrances, placed near my bench soon after leaving port. There was no temptation to go below, for the gentlemen's cabin was a scene of woe and wailing, exceeded in its wild distress, perhaps, by that which reigned in the cabin appropriated to the ladies. The men, pictures of misery, reclined on sofas or cushions, while the ladies in their own cabin, sat or lay helplessly on the floor or in the bunks, with the whites of their eyes turned imploringly toward the sky, awaiting in agony the arrival of the boat at the wharf.

There was, however, one gleam of comfort in all my wretchedness. Opposite me sat a middle-aged gentleman who had not, as yet, yielded to the prevailing malady. His appearance was grave, even stern, and he, too, had indignantly rejected the offer of a basin, and, buttoning his waterproof overcoat closely around his throat had settled himself back in an attitude of resistance and defiance. In one of my spasms I had waved my hand slightly toward this gentleman in an apologetic manner, and dispensed to him a wan smile expressive of my sorrow if my sufferings annoyed him. These little deprecatory efforts were met as advances, and repulsed by a scowl that made us enemies in a twinkling. Near the waterproof man lay a chap who was wearing a Scotch cap, and who, with his hands tightly grasping the arms of the "settee" on which he was extended, was having a grand time all by himself. He was utterly prostrated, and his groans and self-communings could be heard through the whistling of the wind from bow to stern, but they elicited no sympathy from people who were somehow astonishingly indifferent to his troubles. I watched the waterproof with envy, and at last to my joy detected a look of apprehension about the corner of his eyes, when some unusual wrench, and more dolorous "whoop" than before, on the part of Scotchy, attracted our joint attention. Waterproof's glances toward the wearer of the Scotch cap soon become more frequent, his look of apprehension changed to wildness, and when his eyes met mine, peering from beneath the collar of my cape, I saw that the expression of defiance and serene indifference had become one of terror, mingled with unbounded sympathy. I knew then that it was a mere question of time with Waterproof, for he was a doomed man, and in the quieter intervals of my sufferings I gave him my watchful and undivided attention. At last Scotchy, with a wriggle and a wrench that nearly brought his boots up, gave utterance to a prolonged howl that, ending suddenly in a rushing sound like the falling of many waters, was followed by a helpless cry of "Oh! my; oh! my, my!" That was the "last hair on the camel's back;" Waterproof was human after all, his sympathies were his ruin, and he gave way with an explosion and a throes of agony that reconciled us for life. I drew my cloak over my head, and with a happy consciousness that, as he, the "last rose of Summer," had succumbed to the blast, we were now all suffering alike, went to sleep in the glow of the evening sun, and dreamed that I was bivouacking in the Carolinas.

REGULAR.

WHAT SHALL WE DO WITH THE INDIANS?

It is plain that something must be done with the Indians, and that it must be something different from anything yet done. We must have peace by some means. The frontiers must rest in security, and the highways to the Pacific must be unobstructed. But peace involves one of two things—either the extermination of the Indian or his subjection to law and habits of industry. Extermination is a word easily said; but to put it into execution will cost untold millions of money and a life for a life. Let it be remembered that the Indians number nearly 300,000, and it has cost \$70,000 per head to kill those we have put out of the way. To many minds the work of their regeneration is an equally desperate and hopeless undertaking; but those who are more intimately acquainted with the question are able to prove the contrary. The civilization of the Indian is the easiest and cheapest, as well as only honorable way of securing peace.

But if we expect to civilize the Indian, it must be attempted by more rational methods than we have heretofore used. Is it reasonable to expect recovery from disease, or a healthy growth, unless the causes of the disease are removed, and the conditions of life supplied? Now, the prime conditions of true social order and personal well-being are wanting in Indian society. The first condition is law to protect person and property, to restrain crime, encourage industry, and favor such prosperity as will give the Indian more interest in peace than in war. No community can develop material prosperity, social order, or individual character without the protection of life and the fruits of labor. Indians are no exception to this rule, or they would be our superiors. It is a well-known fact that the Indians have no government worthy of the name. What they have is not sufficient to secure justice between man and man, nor does it even attempt it. The tribes of the Indian Territory are a partial exception. Nor is this state of anarchy altogether the fault of the Indians; it has been perpetuated and made worse by the action of our own Government. In many respects the relations of our

Government to them have made their advance in civilization harder instead of easier. What wonder that they have not made greater progress? Something has been done by private citizens for their advancement, and it has been successful enough to prove that better things may be expected under better conditions. But this is not a work for private citizens alone. The United States Government can only supply social order by law, and until this is done benevolent efforts are as water poured out on the sand.

What the Indians most need is the extension of our laws over them. We are responsible for not having done it before. And the law must be brought home to each individual. It must surround every man for his personal protection and restraint. It may seem needless to say this, but all our talk and action in the past has only regarded general justice and has amounted to nothing. We have gone no further than to try and control the international intercourse of Indians and whites, and this in a most general way. We have not thought of controlling, or allowing any control of, Indians among themselves. But there can be no prosperity where each man is not defended against his neighbor, nor can the law have any restraining power unless it at the same time creates an interest in itself by the protection it affords.

There is a great difficulty in carrying this plan into effect. We only need to treat Indians like men, treat them as we do ourselves, putting on them the same responsibilities, letting them sue and be sued, and taxing them as fast as they settle down and have anything to tax. The times are ripe for this movement. Experience has convinced us that the theory on which our Indian affairs have been administered is wrong. We have conceded a tribal sovereignty to them which has had no existence in fact, and which, had it originally existed, was of late years impossible, in view of the sovereignty of the United States. On this ground we have made treaties with them as foreign nations. And much of our inconsistent and seemingly treacherous dealing with them has been more the necessary result of this vicious theory than of wilful wickedness. Not that the latter has been wanting, however. Again, our Government is itself purified of the false idea of State sovereignty, which has doubtless countenanced the same error in regard to the Indian tribal governments. There is now a consciousness of sovereignty in the nation which is ready to assert its power in behalf of the general welfare; and the progress of the nation in regard to the recognition of human rights, the exaltation of manhood for its own sake, irrespective of race, color, or position, opens the way to this work, while the methods and agencies developed by the necessities of the freedmen solve the question of ways and means.

But are the Indians ready for it? Will they submit to the government of our laws? Is it possible to get the wild Comanches or the terrible Sioux to come under the control of law, assume the habits and occupations of civilized life, and appeal for redress of injuries to a court of justice instead of to the war-club? We think it is. The Indians are now, in large numbers, ready and anxious for the protection and order which our laws would bring; and those who are now wildest and most intractable are not beyond reach. They will be ready as soon as we are. In proof of this, look at the Sioux nation; it is the most numerous body of Indians on the Continent, and covers all lands, we may say, between the Pacific Railroad and the British line, and from the western border of Iowa and Minnesota to the Rocky Mountains. It has many different tribes, going under all sorts of names; some of them the fiercest and most dreaded Indians of the plains, and others as tractable as the very best. What makes the difference? Simply this: some of these tribes or bands have for fifty or sixty years been planting, more or less, and have been greatly affected by their semi-agricultural life: the others are of the same stock, but their life is more roving and in consequence wilder. But this change has all been produced in little more than half a century, and the same cause has been working change of late years among the Indians of the plains, driven by scarcity of game to depend more on the fruits of the farm. Its results may as yet be imperceptible to the distant observer, but careful study of the facts proves that none of these Indians are unchangeable as to habits of life or even personal characteristics. The Comanches are often mentioned as the eminent types of incorrigible wildness; but it is a fact that previous to the war of the rebellion, a large number of them had settled down on a reservation. When we look at the poor inducements they had to do so, we wonder they did it; but if they did it then, will they not do the same when protection, order, prosperity, and life shall be their inducement—in fact and not in words?

The truth is the Indians have always been more ready than we. Our work has been one of continual repression. When the State constitution of Minnesota was adopted, in 1857, it was expected from its wording that educated Indians able to read and write their own language and having a knowledge of the constitution of the State would be admitted to citizenship and the ballot. At least they believed it, and the prospect gave a wonderful impulse to their labors in the school-room and in the field. They were preparing to live like men. But such a thing could not be thought of by their white brethren; and in the act of denying citizenship to the Indians in 1857-8 the State of Minnesota threw away the opportunity of preventing the terrible massacres of 1862. Had law been permitted to reign among the Sioux in 1858, when they were anxious for it, the massacres of 1862 would have been impossible. This very Summer the Indians in North-eastern Nebraska and Dakota have been restrained by the United States agents by force from going forth into the harvest fields around, where their labor was wanted and where they might have earned bread for their families. It takes the strong hand of government to push them back into barbarism. Who is it that is not ready for civilization?—Nation.

The British vessel *Collingwood* lately retired from the public service in charge of a private towboat. She was built in 1848 for a line-of-battle ship of 2,500 tons. Afterward she was converted into a screw ship, by which 111 tons were added to her. She has now been sold for \$6,178, in which price are included the hull, boilers, machinery and stores.

VARIOUS NAVAL MATTERS.

THE Editor would be pleased to receive for this Department of the JOURNAL, all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

THE apprentice ship *Portsmouth* was at Annapolis last week, having come there from Hampton Roads.

THE U. S. Steamer *Unadilla* arrived at Hong Kong, China, August 24th. Officers and crew all well.

It is rumored that Rear Admiral James Palmer, commanding the North Atlantic Squadron, will shortly be relieved, and that Rear Admiral T. T. Craven will be his successor.

THE Board of officers, of which Commodore John B. March and was President, which has been in session for some time past, for the purpose of inquiring into contracts with the Department, has completed its work, and been dissolved by order of the Secretary of the Navy.

THE following is received from Pensacola, under date of October 21st: The *De Soto*, nine guns, Commodore Charles S. Boggs, arrived at Pensacola on the 20th instant, and will sail for the west coast of Florida, on a month's cruise, on the 22d instant, to return to this place early in November. The yellow fever is still raging on shore. The *Yacht* (fourth rate) is daily expected from Tampico, when she will proceed North.

THE Navy Department has received a dispatch from Commander Earl English, commanding the U. S. steamer *Iroquois*, dated Bombay, September 5th, announcing his arrival from Aden, via Muscat, at which latter port he arrived on the 26th of August, and where he exchanged the customary civilities with the Sultan, who seemed much gratified by the arrival of an American man-of-war. The health of the officers and crew was remarkably good.

A LETTER has been received from one of the crew of the ram *Stonewall*, stating that the ram left Barbadoes on the 26th of September, arriving at Maranham, Brazil, in ten days, having run out of coal and being obliged to put in at the latter port for supply sufficient to take her to Pernambuco. The ram had an excellent run in very fine weather and crossed the Equator on the 25th of September. There were a few cases of yellow fever and small pox at Maranham, so that the crew were not allowed to go ashore, but they compensated themselves by luxuriating on various kinds of tropical fruits, wines and fragrant cigars. The *Stonewall* excited a great deal of admiration and was constantly thronged with visitors. She was to touch at Pernambuco for more coal and then proceed to Rio Janeiro.

THE following is from a letter dated Philadelphia, Oct. 27, 1867: "I notice in your journal of October 26th a statement that 'a disease resembling Asiatic cholera had been reported by the Philadelphia papers as having broken out on board the receiving ship *Potomac*.' The malady is genuine Asiatic cholera, of the most malignant type, and has raged among the recruits at this station with terrible virulence until yesterday, when the symptoms began to grow more favorable. All the sick men are on board the double-ender *Sassacus*, which has been fitted up as a hospital ship. Altogether, twenty-five deaths have occurred, and there will probably be several more. The *Potomac* will be dismantled, and sent down the river to undergo purification. The following named medical officers are in charge of the cholera patients: Surgeons Lowber, Wales, King, Nelson, and Denley; Passed Assistant Surgeon Hutchinson; Assistant Surgeons Drennan, Frank, and Hawks.

A TELEGRAM has been received, announcing the death of Passed Assistant Surgeon John D. Murphy, U. S. Navy, at Pensacola, Florida, of yellow fever. Surgeon Murphy entered the United States service November 5, 1861, and was promoted to passed assistant surgeon, January 24, 1862, being at the time of his death the first for promotion to full surgeon. During the war, Dr. Murphy saw much active service, being present at the following engagements: Passage of Forts Jackson and St. Philip, and capture of the Chalmette batteries below New Orleans, April, 1862; first attack on Vicksburg, June 23, 1862; encounter with the rebel iron-clad *Arkansas*, July 15, 1862; second passage of Vicksburg, July 15, 1862; siege and capture of Port Hudson, during which Dr. Murphy was on shore with the battery of 9-inch guns from the *Richmond*; skirmish at Mississippi City, March 8, 1862; both attacks on Fort Fisher, N. C. Dr. Murphy was ordered from the Naval Hospital, New York, in the early part of the present year to duty at Pensacola, where his duties have for a long time compelled him to battle with the epidemic, to which he finally succumbed. Dr. Murphy stood well in his profession, and his death will be deeply felt by his friends and the service generally.

A LETTER from Philadelphia, bearing date of the 30th ult. informs us that no deaths have taken place at the hospital-ship, at that station, during the past thirty hours, and that as the few remaining on the sick list are doing well, the cholera may be regarded as no longer prevailing on board either of the receiving ships. The following is a list of the men who have died on board the *Potomac* and *Sassacus* with the date of the death of each: William McClellan, *Potomac*, Oct. 19, 1867; Chas. H. Ross, ditto, Oct. 21, 1867; John Wasmouth, ditto, Oct. 21, 1867; Timothy Harrington, ditto, Oct. 22, 1867; Joseph Thomas, ditto, Oct. 22, 1867; Moore Verner, ditto, Oct. 23, 1867; Joseph Thomas Murphy; Jno. C. Fell, ditto, Oct. 22, 1867; Thos. Haggerthy, ditto, Oct. 22, 1867; Geo. Forker, ditto, Oct. 22, 1867; Wm. Salberger, ditto, Oct. 22, 1867; Thos. McQuade, ditto, Oct. 23, 1867; Richard Toler, ditto, Oct. 20, 1867; James Lawrence, ditto, Oct. 23, 1867; Geo. W. Morris, ditto, Oct. 23, 1867; Wm. Vanzandt, ditto, Oct. 21, 1867; Conrad Muller, ditto, Oct. 20, 1867; Francis Woods, ditto, Oct. 19, 1867; Louis Koehler, ditto, Oct. 20, 1867; Joseph Jennion, *Sassacus*, Oct. 23, 1867; Patrick Dunny, ditto, Oct. 24, 1867; Henry Leland, ditto, Oct. 24, 1867; Allen Martin (ma-

rine), ditto, Oct. 24, 1867; Thos. Carr, ditto, Oct. 25, 1867; Chas. Collier, ditto, Oct. 25, 1867; Alex. Duncan, ditto, Oct. 25, 1867; Attron Leperine, ditto, Oct. 27, 1867; Richard Foster (right name Wilson), ditto, Oct. 27, 1867; Chas. Dedier, ditto, Oct. 29, 1867; Cornelius Callahan (marine), at home, Oct. 21, 1867.

THIRD U. S. CAVALRY.

THE following is a roster of the commissioned officers of the Third U. S. Cavalry, for the month of October, 1867. The headquarters of the regiment are at Fort Union, New Mexico:

FIELD AND STAFF.—William N. Grier, colonel and brevet brigadier-general, superintendent cavalry recruiting service and commandant of Carlisle Barracks, Pa.; Benjamin S. Roberts, lieutenant-colonel and brevet brigadier-general, commanding regiment; Charles J. Whiting, major, commanding Fort Sumner, N. M.; William B. Lane, major and brevet lieutenant-colonel, commanding Fort Union, N. M.; Andrew W. Evans, major and brevet lieutenant-colonel, under orders to join his regiment; not joined since promotion; Deane Monahan, first lieutenant and regimental adjutant; Alexander Sutorius, first lieutenant and regimental quartermaster, depot quartermaster at Fort Union, N. M.

CAPTAINS.—Joseph G. Tilford, brevet major, commanding Company K and post Fort Selden, N. M.; John V. DuBois, brevet lieutenant-colonel, commanding Company E and post Fort Bascom, N. M.; Edward P. Cressey, brevet lieutenant-colonel, Company M, on staff duty Department of the Lakes; Elisha W. Tarlton, brevet major, commanding Company I at Fort Sumner, N. M.; William Hawley, commanding Company A at Fort Union, N. M.; James R. Kemble, Company L, in arrest at Fort Wingate, N. M.; Frank Stanwood, brevet lieutenant-colonel, commanding Company H and post Fort Stanton, N. M.; F. Van Vliet, brevet lieutenant-colonel, Company C, on cavalry recruiting service at Carlisle, Pa.; Philip K. Thomas, Company G, in arrest at Fort Sumner, N. M.; Francis H. Wilson, commanding Company D at Fort Union, N. M.; Charles Meinhold, commanding Company B at Fort Craig, N. M.; Richard Wall, Company F, with leave for four months from August 26, 1867.

FIRST LIEUTENANTS.—Gerald Russell, with Company I at Fort Sumner, N. M.; John Falvey, commanding Company M en route to Fort Sumner, N. M.; George O. McMullin, brevet captain, Company A, in arrest at Fort Union, N. M.; Samuel Hildeburn, with Company E at Fort Bascom, N. M.; William J. Cain, brevet captain, commanding Company C, escorting Union Pacific Railroad surveying party; George J. Campbell, commanding Company F at Maxwell's Ranch, N. M.; William P. Bainbridge, with Company D at Fort Union, N. M.; Peter D. Vroom, with Company H at Fort Stanton, N. M.; Joseph Lawson, Company B, with Company C on escort duty; Lawrence L. O'Connor, brevet captain, with Company K at Fort Selden, N. M.; Lambert L. Mulford, commanding Company G at Fort Sumner, N. M.; James A. Clifford, Company L, in arrest at Fort Union, N. M.

SECOND LIEUTENANTS.—John J. Ennis, Company L, in arrest at Fort Wingate, N. M.; Howard B. Cushing, Company F, under orders to join regiment—not joined since transferred from Fourth Artillery; Henry M. Bragg, with Company I at Fort Sumner, N. M.; John C. Thompson, with Company B at Fort Craig, N. M.; Scott H. Robinson, Company C, with Company F at Maxwell's Ranch, N. M.; Henry Ayres, with Company M en route to Fort Sumner, N. M.; Leonard Wightman, Company A, with recruits for Thirty-seventh Infantry en route to New Mexico; George W. Cradlebaugh, unassigned, with recruits for Thirty-seventh Infantry en route to New Mexico; Royal E. Whitman, Company G, not joined since appointment; Oscar Elting, Company K, not joined since appointment; H. W. Smith, Company H, not joined since appointment; Alexander B. Williams, Company E, ordered to report to commanding officer at Carlisle Barracks, Pa.; A. H. Von Luettwitz, Company D, not joined since appointment.

FIRST Lieutenant Theodore Kendall, Thirty-third U. S. Infantry, has been tried before a General Court-martial which assembled in New York City. Lieutenant Kendall was found guilty of "disobedience of orders" and "absence without leave," and sentenced "to be suspended from rank and pay proper for six months; to be confined to the limits of the post where his company may be serving for the same period, and to be reprimanded in General Orders. Major-General Meade, commanding the Department of the East, administers the reprimand as follows: The major-general commanding, in executing the sentence of the court, feels that no rebuke can be more severe than the plain statement of the facts concerning this officer's conduct contained in that portion of the charges and specifications of which he has been found guilty. The cause which Lieutenant Landall offers in justification for absenting himself in the first instance (the critical condition of the health of his wife) fails to account for his protracted absence. The leniency of the court can only be accounted for by the previous good conduct and the long service of Lieutenant Kendall, as shown in the evidence.

A GENERAL Court-martial has been appointed to meet at Madison Barracks, Sackett's Harbor, N. Y., on the 4th day of November, 1867, at 10 o'clock A. M. or as soon thereafter as practicable, for the trial of such persons as may be brought before it by authority from Headquarters Department of the East. Detail for the court: Brevet Major-General J. B. McIntosh, lieutenant-colonel Forty-second (Veteran) Infantry; Brevet Colonel J. Campbell, Surgeon U. S. A.; Captain C. T. Greene, Forty-second (Veteran) Infantry; First Lieutenant W. H. Merrill, Forty-second (Veteran) Infantry; First Lieutenant J. J. Joyes, Forty-second (Veteran) Infantry; First Lieutenant M. J. Hogarty, Forty-second (Veteran) Infantry; Second Lieutenant H. H. Kuhn, Forty-second (Veteran) Infantry; Second Lieutenant Andrew C. Bayne, Forty-second (Veteran) Infantry is appointed Judge Advocate.

MAJOR-GENERAL GEO. H. THOMAS, commanding the Headquarters Department of the Cumberland, has issued the following Order:

Several instances have occurred in this department, in which officers and soldiers have been tendered and have accepted presents of money, for services rendered them as United States troops.

One instance has recently been brought to the attention of the major-general commanding, by enlisted men of a company, in which certain statements are made, leading to the inference that the men believe their officers are endeavoring to defraud them of some portion of a present so given. In this instance, the services rendered were those of sentinels, guarding a county jail, in which prisoners had been confined by the civil authorities. The company was regularly detailed in orders, for this duty; yet the men speak of the present of money tendered them by the authorities of the State or county, as compensation for performing their duty. The United States Government compensates its soldiers for their services, and they have no right to expect, or claim any further pecuniary reward, from any source whatever.

While such instances speak well for the generosity of people tendering the presents, which are generally complimentary testimonials to the recipients thereof, still, as the case above cited has shown, the policy of allowing money to be received by troops for such reasons, is not even doubtful, but certainly bad, and prejudicial to discipline; and it is hereby forbidden to officers, or soldiers to accept presents of money from either State, county, municipal, or other civil authorities, for services rendered in performance of their legitimate duties as soldiers of the United States Army.

THE second annual reunion of the Officer's Association, Sixth New York Veteran Cavalry, was held in New York City on Thursday evening the 24th ult., Brevet Lieutenant-Colonel Wm. L. Heermance, vice-president, presiding.

The regular business of the meeting was occupied in reading letters of regret from the absent members, and discussing various matters of interest to the association. The election of officers for the ensuing year resulted as follows, viz: Brevet Major-General Thomas C. Devin, president; Brevet Colonel Harrison White, Brevet Lieutenant-Colonel George W. Goler, and George E. Farmer, vice-presidents; Captain Jerome B. Wheeler, secretary; all of whom were unanimously elected.

A notice of the death of Brevet Major Robert E. Ellersbeck was also read by the secretary, and a committee appointed to draft suitable resolutions of condolence in honor of the deceased member.

At the close of the regular business meeting the association adjourned to an adjoining room, where an ample supper had been prepared by the reception committee. The following were the regular toasts given: First—"The day we celebrate." Response by Colonel White, vice-president, presiding. Second—"To our absent members." Response by Lieutenant-Colonel Heermance, ex-vice-president. Third—"Our honored dead." Honored in silence by the association.

Toasts were also given to "Cavalry Sheridan," the much lamented Buford, the "Old War Horse" Devin, and others. "Sheridan's Ride" was recited with excellent effect by Captain Wheeler, after which the time was devoted to social intercourse. The kindest feeling was manifested throughout the meeting, each endeavoring to do his part toward making the occasion one of mutual benefit and enjoyment.

THE Austrians have a machine for proving sword blades, which is a great improvement upon the ordinary hand process. The blade, screwed by its hilt into a frame, is submitted, with a known and adjustable velocity, to a certain number of strokes at the mid-length of its edge against a block of beech wood. It is also subjected to a slanting or glancing blow, at a given angle and velocity, against the side of a cylinder of hard wood. It is suddenly bent, and suddenly released, within certain limits, for proof of its elastic temper, and its edge is tried by striking several times against a piece of wrought iron of a given breadth. The peculiarity of these trials is that the nature and extent of every test are known and adjustable. The sword blade for all arms of the Austrian service is slightly curved, and does not seem quite so well suited for fatally "giving point" as a perfectly straight blade. The sabres of the heavy cavalry are very heavy in the blade, and, if capable of being handled with ease and the requisite velocity from the wrist, indicate that the Austrian troopers must be men of great power of arm.

IN accordance with the requirements of paragraph 9, Special Orders, No. 475, War Department, Adjutant General's office, current series, a board of officers, to consist of Brevet Lieutenant-Colonel T. F. Rodenbough, major Forty-second (Veteran) Infantry; Brevet Major T. McCrea, captain Forty-second (Veteran) Infantry; First Lieutenant J. K. Byers, Forty-second (Veteran) Infantry, will meet at New York City on the 4th inst., at 11 o'clock A. M. or as soon thereafter as practicable, to examine and report upon the qualifications for appointment as Second Lieutenant in the U. S. Army of recruit Otis S. Dimmick, U. S. Army.

A MILITARY commission was ordered to convene at the post of Columbus, Mississippi, at 10 o'clock A. M., on the 28th ult., or as soon thereafter as practicable, for the trial of Milton Jennings and such other citizen prisoners as may be properly brought before it. Detail for the Commission: Brevet Major W. H. Bartholomew, captain Thirty-fourth U. S. Infantry; Second Lieutenant W. G. Sprague, Thirty-fourth U. S. Infantry; Second Lieutenant Nath. Wolfe, Thirty-fourth U. S. Infantry; First Lieutenant W. W. Barrett, Thirty-fourth U. S. Infantry, judge-advocate.

CORRESPONDENCE.

HURRICANES IN THE ATLANTIC.

To the Editor of the Army and Navy Journal.

Sir: In your issue of October 26th, "1846" has introduced some very useful hints for navigators regarding cyclones, and I would beg leave to offer a few remarks on the same subject, restricting the same to the tropical latitudes of the Atlantic, and commence first with the barometer.

In common weather there are in the twenty-four hours four regular oscillations, which will never deviate during the year (hurricane seasons excepted) more than one line from the mean height of the barometer, and in the hurricane season, even if it should deviate more than one line lower, but the oscillations continue on regularly, no apprehension need be felt.

The height of the mercurial column in the barometer being considered at the level of the sea as thirty inches English, the oscillations in the height of the mercury are from a half to one line, and are as follows, viz:

At ten o'clock in the fore and afternoon the quicksilver will be at its highest state; at four o'clock in the morning and afternoon at its lowest—i.e., from a half to one line lower than at ten o'clock; and this with constant regularity, excepting on the approach of hurricanes.

If this regularity is interrupted—say if at four o'clock in the forenoon, or afternoon, the quicksilver, instead of rising, shall continue to fall, then there is every reason to be alarmed, and take every measure for security.

The storm paths of the hurricanes in the North Atlantic are as yet known to be from E. S. E. to W. N. W.

A hurricane cannot begin with the wind at south; neither, I believe, with the wind at east or west. On the extreme northern limits of a hurricane the wind will be east, very violent; on the southern limits the wind will be west, not violent. Consequently, a hurricane never can commence with the wind from the second or third quarters, but from the first or fourth quarter; for instance, E by N., E. N. E., N. E., N. N. E., N. N. W., N. W., W. N. W.

In the following remarks, I believe, navigators will take some interest, from their simplicity:

If we suppose a vessel, in the hurricane season, to encounter a cyclone, with the wind commencing at N. N. E. (the most dangerous), what would be the safest course to be pursued? Undoubtedly, to stand to the S. W. as long as possible, to come to the south of the centre; that end is gained as soon as the wind is north, and should sounding be no more possible, heave to, on the port tack, keeping a bright look out to not be taken aback by any sudden change of wind.

Should the storm commence with the wind N. N. W., it would be best to stand to the south as long as possible, and then to heave to in the same manner as in the previous case.

In those two cases it looks very awkward to lay ship heading to the very centre of the storm; but if the wind veers regularly, as it will do, it is the only safe course.

Should the storm commence with the wind at N. E. by E., then the centre will bear S. E. by S., and pass to the south of the vessel. In this the best course to be pursued would be to go to the northward, and when this is no longer possible to heave to on the starboard tack till the meteor has passed.

It is well understood what I have said in the foregoing holds good only in the northern tropical latitudes of the North Atlantic—i.e., from the origin of a cyclone to its recurvature. Very respectfully, L. G. VASSALLO.

A NEW BAYONET CLASP.

To the Editor of the Army and Navy Journal.

Sir: I take the liberty of taking advantage of your valuable journal, to call the attention of the officers of the Army to a new bayonet fastening, the invention of Paul A. Oliver, Esq., of New York, which seems to me a great improvement over the present fastening used. The ordinary bayonet fastening is not secure. The joint or clasp which aids in securing it is very strong to resist a direct pull, but the friction which is caused in fastening it, is always liable to be either so great as seriously to obstruct the fixing of the bayonet in a sudden emergency, or so slight as to allow the bayonet to become loose. It is common to have bayonets drop off from muskets in performing movements in double time, by the mere shaking of the piece in the hands of the soldiers. The clasp is shaken, turned, loosened, and then the bayonet flies off. Mr. Oliver's bayonet fastening does not admit of this, it is perfectly secure, and its greatest advantage, is its simplicity; in connection with Up-ton's tactics it makes a much prettier drill as it is fixed and unfixed in one motion. The invention consists in the employment of a spring catch, peculiarly arranged to relieve the spring from all thrusting strain, and avoids risk of unlocking. The bayonet is fixed by a positive action of the spring, and allows it to be applied by one single, straight, easy and direct motion of the hand. The bayonet may be unfixed, by deflecting the spring with the middle finger of the right hand, while the other fingers are along the socket and the thumb along the inside of the blade pointing upward.

The pains taken, and the hours spent in drilling men to fix and unfix bayonets, will thus be avoided, and more uniformity of movement will be gained with this new fastening, as it fixes itself by merely pushing it down, and is unfixed by simply raising the spring and shoving the bayonet up and off.

There are not many officers who have not been put out at the tardy manner in which some one or two of the men of their commands, at dress parade, for instance, have managed to get their bayonets either off or on, and it is singular that with the very awkward manner in which the ordinary bayonet is now fastened, it has never suggested itself to any one to make an improvement in this part of the piece. Mr. Oliver's patent is a very simple modification of the present bayonet socket, which I hope will be generally adopted.

OFFICER OF THE LINE.

NAVAL LIFE INSURANCE.

To the Editor of the Army and Navy Journal.

Sir: The bill proposed in the JOURNAL of October 5th, is stated by its originator to be effective and certain.

As I, and some others, are not yet convinced that the plan there proposed would be anything like as secure as a Government Life Insurance Fund, on the mutual plan—since a period of any very considerable mortality would defeat the object of the bill to a very great extent, I submit some statistics in support of my views, premising that my remarks are not made for the sake of argument, or in a cavilling spirit, but simply to point out, according to my views, the radical defects in the bill proposed.

The following table is compiled from the July register of this year. The column marked "average age" is assumed from a pamphlet published some years since; and though not held to be strictly correct, is as near as can be got at without reference to the records of the Navy Department. The "average age" will be found, I think, to be rather over than under the figures I have given.

COMMISSIONED AND WARRANT OFFICERS OF U. S. NAVY, JULY, 1867.

Number of Officers in each Grade....	Marine Corps and Staff Officers, according to Assumed Rank.							Total No. of Officers.
	Line Officers.	Surgeons.	Paymasters.	Engineers.	Chaplains.	Professors.	Constructors.	
1 Admiral.....	1							1
1 Vice-Admiral.....	1							1
10 Rear-Admirals.....	10							10
19 Rear-Admirals (retired).....	19							19
23 Commodores.....	23	1	1	1				26
59 Commodores (retired).....	59							59
50 Captains.....	50	13	11	1				75
31 Captains (retired).....	31	24	14					69
90 Commanders.....	90	36	30	35	6	4		209
17 Commanders (retired).....	17	3						31
142 Lieutenant-Commanders.....	142	29	36	12	13	1		247
3 Lt.-Commanders (retired).....	3	1						12
45 Lieutenants.....	45	37	39	90				233
0 Lieutenants (retired).....	0	3						3
30 Masters.....	30	36	28	142				271
6 Masters (retired).....	6	3						16
52 Ensigns.....	52			25				106
0 Ensigns (retired).....	0			6				6

Line Officers.	Average Age.....	Amount of Money to be Paid by each Grade	Amount Paid by each Individual.....	Died during the Year 1866.....
Admiral.....	66			
Vice-Admiral.....	52			
Rear-Admirals.....	56			
Rear-Admirals (retired).....	66	\$3,100	\$100	1
Commodores.....	54	7,920	90	
Commodores (retired).....	64			
Captains.....	48	11,920	80	
Captains (retired).....	57			
Commanders.....	40	16,800	70	
Commanders (retired).....	45			
Lieutenant-Commanders.....	29	15,540	60	
Lieutenant-Commanders (retired).....	33			
Lieutenants.....	35	11,900	50	
Lieutenants (retired).....	35			
Masters.....	25	11,480	40	
Masters (retired).....	43			
Ensigns.....	23	3,390	30	
Ensigns (retired).....	30			

Number of Officers in each Grade.....	Warrant Officers.	Average Age.....	Amount of Money to be Paid by each Grade	Amount Paid by each Individual.....	Died during the Year 1866.....
53 Boatswains.....	41				
6 Boatswains (retired).....	65				
58 Gunners.....	42				
6 Gunners (retired).....	66				
40 Carpenters.....	44				
6 Carpenters (retired).....	65				
30 Sailmakers.....	42				
5 Sailmakers (retired).....	66				

Let us suppose, for the sake of illustration, that the bill proposed is in full operation. Government has paid its quota of \$150,000 from the interest of the pension fund. The officers of the Navy have paid, as our table shows, \$86,130. The total assets of the fund are therefore \$236,130.

Now, open the last annual register and turn to the death list for that year. One rear admiral, six captains, two commanders, seven lieutenant-commanders, one lieutenant, one ensign, three surgeons, two assistant surgeons, two paymasters, one professor, one captain of marines, three first assistant engineers, three second assistant engineers, three third assistant engineers and six warrant officers. Total, forty-two deaths. Not a very large list; in fact hardly an average mortality; but the amount to be paid out of our fund to the heirs of these officers, comes to \$226,000, leaving only \$10,130 in the fund, and this during a period of profound peace, with no casualties, and rather a low rate (2½ per cent.) of mortality. An inference may now be drawn as to how much "scaling" might be necessary during the traditional "bloody war and sickly season." In fact the demise of a few of the retired officers of high rank (and our table shows how many of them we have, and their average age), or the loss of a single large ship with her officers and crew, would have sufficed to produce a bankruptcy of the whole concern, for that year at least; so that it becomes, after all, a mere question of luck as to whether an officer may be fortunate enough (!) to die during a tolerably healthy season. The widow of a poor devil who happened to shuffle off at the close of a year of unusual mortality, would stand a slim chance of getting anything like the amount her late husband had been compelled to subscribe for, as by the proposed bill no deficiency

of one year can be tacked on to the next, no matter how great a surplus may arise in any future year.

Again, by a reference to the Carlisle tables, it will be seen that the average expectation of life, at twenty-two years of age, is forty years.

Take an ensign, then, of twenty-two, and let us suppose that he lives out the full time, reaches sixty-two years of age, and dies a commodore. He has probably paid to the fund over \$2,700 in that period of forty years, and his heirs receive \$9,000—no more—but, perhaps, if it happens to be a sickly year, very considerably less; for I take it the surplus in this fund can never be any great amount, and therefore there will be no accumulation to fall back on.

But suppose that instead of going into the fund at all this same ensign of twenty-two insures his life for \$10,000 in any well-established mutual life company—insuring, say, on the ten-year plan. In ten years he pays in premiums, less dividends, about \$3,081. At the age of thirty-two he has paid up everything, has no more to pay, and has his policy for \$10,000 in his pocket, while his dividends as a stockholder in the company continue for the rest of his existence, and if he lives to be sixty-two years of age will more than cancel the amount he has paid in; or, if he happens to die the day after insuring, his representatives receive \$10,000, when the fund (according to the bill), would only give them \$3,000.

All this in a private company—paying enormous rent for the marble-fronted office it occupies—large salaries to its officers and employees, agents' fees, and a hundred other items of expense which would be entirely unknown in a Government insurance fund.

Which plan is then the better of the two; the fund, as proposed by Capt. Guest's bill, or a Government insurance fund on the mutual plan, proposed by a lieutenant-commander? M.

THE NAVAL MONUMENT FUND.

UNITED STATES NAVAL ACADEMY,

ANNAPOLIS, MARYLAND, Oct. 24, 1867.

To the Editor of the Army and Navy Journal.

Sir: I enclose you a statement of the Naval Monument Fund, which was placed in my hands two years ago, for the purpose of raising a monument to the gallant officers, seamen and marines, who had fallen in battle in defence of the Union. Forty-six hundred dollars of this amount was subscribed by some of the vessels of the North Atlantic squadron while I had the command. Seventeen hundred and sixty-nine dollars were from other vessels and stations, and five hundred dollars from Mr. William H. Webb, the well-known and generous constructor. The whole amount is stated below, and is now eight thousand, one hundred and nine dollars and seventy-three cents.

It has not been deemed wise on the part of the monument committee, to undertake the building of a monument until sufficient money was raised to erect something worthy of the occasion, that the officers, seamen and marines of the Navy might show the friends of those who have fallen in defence of their country, that their heroic deaths were appreciated by the officers and men to whom it belongs, to see justice done to their memory.

I enclose a copy of a letter from Mr. W. C. Whittemore, of New Haven, which, please publish as an acknowledgment of his generous energy in obtaining subscriptions from citizens, who, no doubt, would be still more liberal in their donations if the officers of the Navy would explain the matter to them.

I have a deep interest in having the monument erected, feeling that all honor should be paid to the gallant dead of the Navy, and I trust that the officers of the Navy generally, will feel an equal interest in the affair. Subscriptions will be received by the Paymaster of the Naval Academy. Very respectfully, your obedient servant,

DAVID D. PORTER,

Vice Admiral and Superintendent Naval Academy.

STATE OF ACCOUNT OF FUNDS OF U. S. NAVAL MONUMENT ASSOCIATION.

1866.—Received from North Atlantic Squadron and from other squadrons and vessels in the Navy.....	\$6,369 83
JUNE 23, 1867.—Received from W. H. Webb, Esq., being interest for six months on \$5,800 U. S. Bonds.....	600 00
JULY 1.—Received from sale of \$174 of Gold Coupons, being interest for six months on \$5,800 U. S. Bonds.....	239 90
OCTOBER 24.—Received from W. C. Whittemore, Esq.....	1,000 00
Total.....	\$8,109 73
1866.—Purchased \$5,800 of six per cent U. S. Bonds, costing.....	\$5,228 75
JULY 2, 1867.—Purchased \$500 of six per cent U. S. Bonds, costing.....	554 00
OCTOBER 24.—Cash on hand.....	1,026 98
Total.....	\$8,109 73

NEW HAVEN, October 22, 1867.
MY DEAR ADMIRAL: I enclose I place a draft for one thousand dollars as an addition to the Naval Monument Fund. I will send you another so soon as subscriptions are paid. It is quite possible you may see me at Annapolis for a day or two, about the first of November. I am quite sure I can raise the thousand dollars when I have leisure to make a little canvass in New York. Within the next few weeks I shall make trial.

With kindest regards, I am yours, etc.,

W. C. W.

Vice Admiral DAVID D. PORTER,
Superintendent Naval Academy, Annapolis, Md.

UNITED STATES STEAM FRIGATE FRANKLIN.

THE *Franklin* was designed in 1852 for an auxiliary steam frigate by the Bureau of Construction of the Navy Department, and the machinery in 1863 was contracted to be built by the Atlantic Works, of Boston, from the specifications and drawings furnished by the Bureau of Steam Engineering.

The model is much fuller than the lately designed screw steamer of the first rate for the Navy, and she has a full ship's rig for a man-of-war of her class. She is high out of water, and exposes in her upper works and rigging an enormous resistance to the wind.

The hull is two hundred and sixty-five feet long on the load water-line from the forward edge of the rabbet of the stem to the after side of the stern post. The extreme beam on the load water-line is fifty-three feet eight inches, and the mean draught of water is twenty-four feet eight inches, at which the displacement is 5,299 tons, and the greatest immersed transverse section 1,002 square feet.

The machinery consists of a pair of condensing back-action cross-tail engines, with cylinders sixty-eight inches in diameter, and having three feet six inches stroke of piston. They are fitted with a surface condenser, and each engine has its own circulating and air-pumps, both of which are double-acting. The cylinder valve is a double-ported slide, worked by the Stephenson link, and cutting off by lap; there is no independent cut-off. With the valve in full gear the steam is cut off at six-tenths of the stroke of the piston, from which point the cut-off is adjustable to three-tenths of the stroke and any intermediate point by simply turning the hand wheel. The screw is two-bladed, twenty-nine feet in diameter, and has a pitch expanding from twenty-six to thirty feet; mean pitch twenty-eight feet. The boilers have a superheating apparatus, and contain five hundred and eighty-five square feet of grate surface.

The following regular official report, just received, gives a correct description of the practical working of the machinery and of the performance of the vessel. A.

FLAG SHIP FRANKLIN, OFF GRAVESEND, ENGLAND, October 1, 1867.

Sir: I respectfully make the following quarterly report regarding the steam machinery of this ship. During the past three months we have steamed twenty-two days, and a distance of 3,423 knots, the machinery performing all its functions to my entire satisfaction, and being ever ready when required. The time required in repairing and adjusting the machinery has been very slight, and everything of this nature has been done by the department on board ship. An extension of the propeller rack, however, was made by the workmen in the dock-yard in Cherbourg, in order to enable the propeller to be raised entirely out of water, and one and a half sets of grate bars for the steam launch were cast in the dock-yard at Cronstadt. The machinery is in most excellent condition and reliable for any amount of steaming. I have just examined the different parts and find the cylinders and their valves, the main journals and the connecting rod journals working smoothly, and am happy to state that they have worked perfectly, and never given the slightest trouble. The pumps are in excellent condition, and the condenser sustains a vacuum of from twenty-six to twenty-seven and one-half inches. The boilers are thoroughly reliable and in proper condition, as is also the propeller. The machinery has altogether proved itself entirely efficient and of a superior quality, with boiler power perfectly proportionate to the cylinders and screw, and they of the proper size to drive the ship through the water at a speed which, I think, has never before been attained by a vessel of her class. I feel confident that with the machinery in its present condition, the ship will, under steam alone, and in smooth water, sustain for twelve consecutive hours a speed of from eleven and a half to twelve knots per hour, the full number of furnaces being used, with a boiler pressure of 30 lbs. per square inch, a vacuum of 26½ inches, the throttle three to four holes open, steam cutting off at 20 inches, engine making from 50 to 52 revolutions, and the consumption of coal three tons per hour, in which case the indicated horse-power would be about 1,900 horses. But two boilers have ordinarily been used, and with these, in smooth weather the ship makes from seven and a half to eight knots, steam 25 lbs, vacuum from 26½ to 27½ inches, revolutions from 31 to 34, throttle one hole, and the consumption of coal about 3,500 lbs per hour. The bunkers will hold 300 tons of coal.

There are at present attached to the ship, one chief (and fleet) engineer, one first assistant engineer, three second assistant engineers, three acting third assistant engineers, twenty-three first-class firemen, twenty-two second-class firemen, and forty-five coal-heavers.

I forward herewith a copy of the quarterly synopsis of the steam log. I am, sir, very respectfully, your obedient servant,
JOHN W. MOORE, Fleet Engineer.
Chief Engineer B. F. Isherwood, U. S. N., Chief of the Bureau of Steam Engineering, Navy Department, Washington, D. C.

MARINE ENGINEERING IN THE NAVY.

The London *Engineer* publishes the following article on marine engineering in the British Navy, much of which will apply with equal force to the Navy of the United States:

Those who are most familiar with the performance of modern men-of-war, the property of this or of other nations, will be least prepared to dispute the proposition that, as sea boats, they manifest peculiar defects when compared with vessels in our mercantile marine. We have few war ships which could compete in speed with the *Scotia*, and not one which could make the run to America in ten days, whatever her speed. Passenger steamers go to sea without hesitation in gales which suffice to keep our iron-clads in harbor. Liners, such as the *Taeeping* or the *Fiery Cross*, encounter storms without the loss of a spar which suffice to send our war ships into port for a refit. Our admirals, indeed, report that the ships of a squadron behaved admirably in such and such a gale; but on examination it will be generally found that they only behaved admirably for war ships; their performance only too commonly being just of the kind to disgust the skippers of the smallest ships that find their way round the Cape of Good Hope with cargoes of tea or of silk. Our fleets spend the major portion of their existence in harbor, and at sea they commonly make the worst possible passages from port to port. We believe that the truth of these statements cannot be disputed, although it may be possible, perhaps, to pick out one or two instances in which particular ships have really done well. As regards our fleets, taken as a whole—and not only our fleets, but all fleets of war ships—the facts are the same. They are inferior, as sea boats, to the commercial fleets of this and other nations, taken as a whole. Such a conclusion is not satisfactory, and sooner or later the naval architects of England, France, and America will be asked why such a thing should be. The question is one well deserving the attention of every man of science who takes an interest in maintaining the naval power of his country, while it is brought home to the non-scientific taxpayer by the enormous sums now expended in making good damage done at sea. If it can be shown that a ship cannot be made to fight and stand hard weather at the same time, there is no more to be said on the subject. The choice lying between efficiency in a gale and efficiency in action, we must perforce take the last qualification, even at the expense of abandoning the former. But we are disposed to believe that this argument cannot be substantiated, at least in the fullest sense; and we doubt that the problem of combining the qualities proper to a first-class commercial packet with those of a thoroughly good fighting ship is insoluble.

To reason out the whole subject in a couple of columns of this journal is simply impossible. We shall not attempt, therefore, to lay down any novel principles or to make any very remarkable suggestions, but we shall simply content ourselves with calling attention to one or two facts which appear to exert an important influence on the efficiency of our war ships as sea-going vessels.

We have stated that there is hardly a man-of-war in the British navy which could steam as fast as the *Scotia* for

even one hour, and that none of our ships could, like the Cunard boats, go from Queenstown to New York in ten days. The first proposition may be regarded as axiomatic, requiring no illustration; the second may be explained in a sentence or two. We do not possess a fast man-of-war which could carry coals enough to bring her at full speed to New York. If the fact rested here there would not be much to deplore. We might rest passably well content if our ships stowed coal for even a run of five days at full speed. But unfortunately our crack ships do nothing of the kind. We have referred before now to the reports of Admirals Yelverton and Warden, in charge of the Channel squadron in 1866. Turning once more to these official documents we find that the *Bellerophon*, running at eleven knots, and indicating 4,157-horse power, burnt 162 tons of coal per day. She can only stow in her bunkers 500 tons of coal, or enough for about three days and a quarter. If her engine worked up to the power obtained at the measured mile—in round numbers 6,000 horses—the consumption of fuel would be, *ceteris paribus*, about 220 tons per twenty-four hours, or sufficient only for two days four hours. Coal in limited quantity can be carried back, but not without inconvenience. Admitting, however, that in and out of her bunkers she stowed 1,000 tons of fuel, that quantity still represents but a little over six and a-half days' steaming at eleven knots, or four and a-half days' steaming at full speed, say thirteen and a quarter knots. Nor is the *Bellerophon* in any wise an exceptional vessel. The *Achilles* stows 700 tons of coal, and burns at full speed—a little over thirteen knots in smooth water—192 tons of coal per day, so that her bunkers hold only coal enough for about 3.75 days at full speed. From official data lying before us we have made the following calculations, based on the performance of the ships named at the measured mile: The *Achilles* carries coal for 3 days 20 hours; the *Bellerophon* 3 days 6 hours; the *Lord Clyde* for 3 days 6 hours; the *Pallas* for 2 days 12 hours; the *Ocean* for 4 days 14 hours; the *Caledonia*, 4 days 4 hours; *Hector*, 4 days 2 hours; the *Research*, 4 days 4 hours; and the *Wyeorn* for 6 days 22 hours.

It will be seen at a glance that a wide difference exists between the figures given here and the steaming time which we have previously given for the *Bellerophon*—2 days 4 hours only. This discrepancy results from the fact that the consumption of fuel per horse-power at sea is greater than it was at the measured mile. On the mile trial the ship averaged 5,966-horse power by the Admiralty diagrams. She stows 1,120,000 lbs. of coal, of which she burns one-seventy-eighth, or, avoiding minutes, fractions, 14,359 lb. per hour, which corresponds to an hourly consumption per indicated horse power of 2,407 lb., a result with which there is some reason to be satisfied. At sea, however, on the trial of November, 1866, the ship burned 14,168 lbs. of coal per hour, which is apparently the maximum quantity which she can consume upon her grates; but she then indicated only 4,156 horse power, instead of 5,966, and her consumption of fuel per hour rose to 3,649 lbs. per indicated horse per hour. The speed of the ship was but eleven knots, and much disappointment was felt in consequence. The blame was thrown on the stokers, but seeing that as nearly as possible the same quantity of coal per hour was burned during the sea trial as during that at the measured mile, we think the fault hardly lay with the stokers. The difference in the power developed must be sought, in part at least, in the difference of the quality of the fuel used during the trials. The *Achilles* burned actually during her trial at sea more coal than she did on the measured mile, and her engines developed a greater power—5,786-horse power, instead of 5,722 horse power; the total consumption was 18,912 lbs. of coal per hour, or 3,148 lbs. per indicated horse-power per hour. As regards the other ships we have named, some burned more coal, others less, per square foot of grate, than at the measured mile; but in all cases the consumption was greater per indicated horse-power at sea than at the measured mile. In the case of the *Research* and the *Hector*, indeed, it was greater by about fifty per cent., while in the *Caledonia* the consumption was not increased by more than nine per cent.

We may gather some useful lessons from the foregoing facts. In the first place, we see that our war ships stow nothing like the quantity of coals that is carried by first-class merchant steamers. In truth, although they are called full-powered, and are fitted with the most powerful steam machinery ever made, they are really, as regards stowage of fuel, in the condition of merchant steamers fitted with auxiliary engines only. It becomes, therefore, a matter of paramount importance to reduce, first, the quantity of power required to maintain a given speed, and, secondly, to use the most economical machinery that can be obtained. The first proposition means that we should have good lines. It is known that long ships are fast ships as a rule, and it is worth considering whether, in building shorter ships than the *Achilles* or the *Warrior*, we may not sacrifice more as regards speed than we gain in manoeuvring. That the *Achilles*, a far larger ship than the *Bellerophon*, can steam faster and further with the same quantity of fuel, is a fact not admitting of dispute; that the *Bellerophon* is a handier ship few will deny. A question arises, however, as to whether we have exhausted all the means of manoeuvring, that is to say, of causing a ship to turn to the right or to the left at our disposal. On the contrary, it appears that in this matter we are behind the age, having made little or no progress for centuries. It is not wise policy to reduce the length of our ships solely to make them easy to steer at a great sacrifice of speed, while we have twin screws. A centrifugal pump, fitted to throw a column of water starboard or port at right angles to the keel near the bows, would in all probability render the *Achilles*, or even a larger ship, handier than the *Pallas* or *Bellerophon* or any short ship in the navy not fitted. By combining the centrifugal pump with the double screw, powers of rotation may be obtained which are unknown in practice now. Of course there are reasons quite apart from the power of manoeuvring which may dictate the use of short ships; to these we need not refer, our proposition is simply that in giving up length to obtain handiness, we not only lose velocity, but we render our ships unsuitable for long voyages under steam; that we thus sacrifice very precious qualities—

qualities, indeed, which we have paid enormous prices to obtain—and that this sacrifice is unnecessary, as by the addition of certain mechanical expedients, such as twin screws, ships may be made both long and handy.

Having reduced the resistance of our ships, as far as excellence of form can reduce it, the naval architect has done his part. It then rests with the engineer to provide economical engines. We do not call 3 lb. of coal per horse per hour a small consumption, and we believe that as much work can be got out of 2 lb. If the consumption, in the case of the *Bellerophon*, was as small at sea as it was at the measured mile, she would be capable of keeping the sea for three days six hours, working up to 6,000-horse power, instead of for two days, four hours. Why is it that the same economical results cannot be approximately obtained at sea and on the mile? It is not easy to say. The difference between the best hand-picked Welsh coal and that ordinarily supplied to our war ships will hardly account for the excessive disparity manifested by the *Hector* the *Bellerophon* or the *Research*. The matter deserves full investigation as it is of no small importance.

We shall not now stop to consider the peculiar conditions which render so many of our men-of-war bad sea boats, which never face a moderate breeze without losing some of their spars. The matter is one which comes more strictly within the province of the naval architect than of the engineer. It is probable, and much to be hoped, that in process of time changes of importance will be made in this respect. Iron-clad navies are new, and we may have much to learn about them, but we do not despair of seeing a fleet, sufficiently protected for all practical purposes, mounting the most powerful gun in the world, capable of steaming for seven days at fourteen knots, and burning less than two pounds of coal per horse per hour, in the possession of the nation. We shall have made a long step in this direction when we have learned how to protect iron bottoms from fouling and corrosion. Until this point has been solved we fear that fourteen knot speeds must remain the exception in our Navy instead of being the rule.

ARMY PERSONAL.

CAPTAIN Cummings, Fifteenth U. S. Infantry, died October 21st, at Mobile, Alabama, of yellow fever.

FIRST Lieutenant Samuel McKeever, Sixteenth U. S. Infantry, has been appointed brevet captain U. S. Army.

FIRST Lieutenant Robert S. Oliver, has been appointed regimental commissary of the Eighth regiment of cavalry.

BREVE Brigadier-General Pelouze, assistant adjutant-general, who has been absent on the Plains for some time past, has returned to Washington City.

WM. L. SHERWOOD, has received an appointment in the Twenty-first and not in the Thirty-first U. S. Infantry, as we erroneously stated last week.

GENERAL Rawlins, chief of staff to General Grant, has returned from his tour of inspection after an absence of several months; much improved in health.

CAPTAIN Isaac d'Isay, Twenty-seventh U. S. Infantry, has been relieved from duty at Bedloe's Island, New York Harbor, and ordered on recruiting service at Fort Wayne, Indiana.

LEAVE of absence for thirty days, with recommendation to the War Department for an extension of three months, has been granted First Lieutenant Edwin Mauck, Sixth U. S. Cavalry.

SECOND Lieutenant Benjamin F. Bucklin, Thirty-fourth U. S. Infantry, has been dismissed the service, he having been found guilty by a General Court-martial of "conduct unbecoming an officer and a gentleman."

IN accordance with Special Orders No. 435, current series, from the Headquarters of the Army, Captain O. H. Ernst, Corps of Engineers, is announced as on temporary duty on the staff of Major-General Halleck, commanding the Military Division of the Pacific.

BRIGADIER-GENERAL Van Vliet, who, during the Peninsula Campaign, was chief quartermaster, Army of the Potomac, and since which time, chief quartermaster of New York, has been appointed by the President, brevet major-general U. S. Army.

LEAVE of absence for thirty days, with recommendation to the War Department for an extension of thirty days, has been granted Second Lieutenant Louis M. Morris, Twentieth Infantry, to take effect after the dissolution of the General's Court-martial of which he is now a member.

A GENERAL Court-martial was ordered to convene at the post of Little Rock, Arkansas, at 10 o'clock a.m., the 25th ult., or as soon thereafter as practicable, for the trial of such prisoners as may be properly brought before it. Detail for the Court: Captain Harry M. Smith, Twenty-eighth U. S. Infantry; Brevet Captain Joseph Keefe, first lieutenant Fifth U. S. Artillery; First Lieutenant Samuel M. Mills, Twenty-eighth U. S. Infantry; First Lieutenant Alfred Fredberg, Nineteenth U. S. Infantry; First Lieutenant J. S. Styles, Twenty-eighth U. S. Infantry; Second Lieutenant C. B. Hall, Twenty-eighth U. S. Infantry; Second Lieutenant George H. Cook, Twenty-eighth U. S. Infantry; Second Lieutenant William B. McCallum, Fifth U. S. Artillery; First Lieutenant George F. Towle, Twenty-eighth U. S. Infantry, judge-advocate.

The following is a list of persons appointed in the "line of the Army," who, since last report have passed a satisfactory examination, with their rank, and the regiments to which they have been appointed: Gilbert E. Overton, second lieutenant Sixth U. S. Cavalry; Henry H. Pierce, second lieutenant First U. S. Infantry; William N. Williams, second lieutenant Third U. S. Infantry; A. E. Woodson, first lieutenant Thirty-sixth U. S. Infantry; Edward G. Mathey, second lieutenant Seventh U. S. Cavalry; Albert D. King, second lieutenant Third U. S. Cavalry; Harry P. Eakin, second lieutenant Sixth U. S. Cavalry; George B. McDermott, second lieutenant Twenty-third U. S. Infantry; John H. Benham, Jr., second lieutenant Twenty-fourth U. S. Infantry; Edward J. Smith, second lieutenant Twenty-second U. S. Infantry; Porter Hayden, second lieutenant Eighth Cavalry.

FOREIGN MILITARY AND NAVAL ITEMS.

GENERAL CUST writes to the *London Times* that "there is nothing more remarkable in the annals of war than the consistent fact that of the many conjoint expeditions that during the last one hundred and thirty years have quitted the British shores to land on the strand of the European Continent scarcely one has succeeded, from the many inherent defects of their organization, and the want of a supporting force." He predicts the same fate for the Abyssinian expedition, unless a division of reserve is at once planned and organized. This auxiliary force should be in preparation before the main body has entirely left England.

The Prussian officials who planned the ships now building on the Thames for the Navy of that nation, have been careful to provide as complete and strong vessels as ship-builders at the present day know how to construct. The *Wilhelm I.* will have armor eight inches in thickness over the gun battery, as well as at the water-line, and the plates will extend seven feet below the surface of the water. She will carry fifteen guns on a broadside, two ahead, and one astern—making thirty-three in all. Some of these will be 15-ton guns, and throw a 500-lb. shot. The upper deck battery will sweep the field at a height of eighteen feet above the water. Compared with the *Captain* (Captain Coler's specimen ship), the British vessel suffers somewhat. Her armor will be seven inches thick, and, according to theory, will compare with that of the *Wilhelm I.* only as 49 to 64. Her plating will reach but five feet below the water, and when her coal has nearly run out the edge of the plates will barely be below the surface. As to armament, the *Captain* will throw 2,400 pounds at a broadside.

SOME trial trips which have lately been made in England, have developed a rate of speed which is very creditable to British engine builders. One of the most remarkable of these trials was that of the *Danae*, an unarmored vessel of 1,287 tons, and 350 horse-power, recently launched at Portsmouth, and furnished with engines by MESSRS. R. NAPIER & SON, of Glasgow. She was fully rigged above at the time of the trial, but had nothing else on board but the boilers, machinery and coal necessary for the trip. The upper blade of the screw protruded about two feet above the water, and the forward draught was 10 feet 11 inches, and aft 14 feet 2 inches. The spit buoy was passed with the engines making eighty revolutions; Warner Light, eighty-four revolutions; Bembridge ledge buoy eighty-six revolutions; and Ventnor Roads were entered, with the screw turning ninety-two times a minute. While going at eighty-four revolutions, the log gave eleven knots. At Ventnor Roads the ship was put about for her return, during which the engines made 92.95 turns a minute. The machinery was in motion two and three quarter hours, during which there was no necessity for stopping or easing the speed. There was a very large amount of lateral vibration felt on board, especially in the after part of the ship, but the light immersion of the ship with the emersion of screw, taken in connection with the great amount of power exerted by the engines are probably sufficient to account for this.

THE popular idea that war is much more dreadful now than in previous times, is, as military men well know, not sustained by a reference to history. At the battle of Austerlitz the French lost fifteen in one hundred of the "effective" in the action; the Russians lost thirty and the Austrians forty-four in one hundred. The following is the percentage of loss in other battles of the past and a few of later times: Wagram, French, thirteen, Austrians, fourteen; Borodino, French, thirty-seven, Russians, forty-four; Bautzen, French, thirteen, Russians and Prussians, fourteen; Waterloo, French, thirty-six, Allies, thirty-one; Magenta, French, seven, Austrians, eight; Solferino, French and Sardinians, ten, Austrians, eight.

A SAMPLE target, made like the shields which are to cover some British fortifications, is now being put up at Shoeburyness, and, as the largest gun England possesses is to be fired at it there is some chance that the Rodman may have to give an account of itself again very soon. A 10-inch rifle will, at all events, be tried. The target is composed of a front plate five and a half inches thick, overlying another five inch and a one-and-a-half-inch skin plate. Below the porthole are four H girders and above the porthole three others, the whole being firmly rivetted to the skin and supported by struts. The weight of the target is thirty and a half tons, equal to eight hundred and nineteen pounds to the square foot, after deducting the porthole. This gives a mass equal to twenty and a half inches of solid iron with the struts or fifteen and a quarter without them.

ACCORDING to orders from the War Department, the orders from Headquarters Department of the East, for the removal of Company I, Third U. S. Artillery, from Fort Constitution, Portsmouth, New Hampshire, to Fort Winthrop, Boston Harbor, Massachusetts, are suspended until further notice.

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THE MILITARY DISTRICTS.

WE shall hail with pleasure the relief of the Southern States from military control. Strongly as we advised the restoration of them to the care of the Army, we did so simply as accepting a necessary evil. We regarded it as certain that—in view of the opinion expressed by the people of the country in their elections of delegates to the Thirty-ninth and the Fortieth Congresses, and in the action of those bodies—the very shortest and completest way out of our difficulties was to restore martial law, and to begin our work of legislation all over again. Events are justifying that conclusion. But we would not lose sight of the fact that the military occupation of the South is an abnormal condition of affairs. It is one we ought not to permit one hour longer than is absolutely necessary. It becomes tyranny when it is not necessary. Hence, whenever the States are restored to their integrity, and begin to govern themselves, our Army should cease to exercise civil functions, and, so far as is possible, should be withdrawn. We now look for this happy result at an early day.

Louisiana, Alabama, Virginia and Georgia have already put themselves on the short road to reconstruction by their late elections. All of them have voted for a convention. It is fair to presume that all the other States comprised in the Five Military Districts will follow their lead. In other words, the first and chief stage in the great national problem of reconstruction is substantially passed. While we regret that in some of these States the election went almost by default, whereas in all of them it should have been as hotly contested as in Virginia, we yet regard the result as an augury of better days for the Republic. It would be wrong even to interpret the non-voting of a majority of the white population in some of the States as an index either of stubbornness or indifference. It was rather tacit acquiescence in a fore-ordained result—a result obvious on the close of the registration.

Partisan journals and orators may for party ends strive to confuse the question of reconstruction as it now stands, but simple common sense can read in it but one lesson. We do not say what might once have been the shortest method of getting out of the reconstruction difficulty; but we say that obviously now the shortest way is the one the South has already entered upon. Perhaps once we might have struggled through the slough at random; but now we have not only already returned to the hither bank, but have well nigh thrown a bridge across it—a bridge which will stand forever, for other States to cross, should any be rash enough in future to attempt secession. It is clear enough that, when these various Conventions, now actually provided for, shall assemble, one at least among them will be able to present itself to Congress with such a Constitution, and with such a history of its doings that, when its course has been ratified by the people of the State it represents, Congress may at once declare that State entitled to its full powers and privileges of a State of the Union. That one State, we say, Congress will establish. Its Senators and Representatives will be received—whatever their politics—on the floor of Congress. For it the great problem of reconstruction will be ended.

And yet, in the fate of this "one State," lies the kernel of the question. In statecraft, as in everything else, it is the first step that costs. We hold it to be beyond the possibility of doubt that, of all the Southern States which have called or will call a convention, one at least will immediately take such a course as shall be perfectly satisfactory at Washing-

ton. We hold this to be evident, because the allies of Congress are overwhelmingly strong in more than one Southern State. But when one State has satisfied Congress, the affair is ended. It will only remain for the others to conform their action to this model, and all is well. Already, therefore, the skies brighten.

As to the question of the wisdom or the expediency of this or the other plan of reconstruction, we have nothing now to say. The question we discuss is simply one of rapidity and certainty. We may confidently appeal to any man of good sense and candor, whether it is not quite sure that, before even the first session of the new Congress closes, the Southern States will not be admitted back, by the action of their own conventions and their own people, into our common sisterhood of States. With no equal rapidity or certainty could this result be attained in any other way than the one now commenced. That this is evident will be seen by reflecting that the present Congress will hold the reins of legislative government for two years, and will certainly make laws for the South during that period. In addition, this Congress has so strong a majority in favor of what is known as the Congressional plan of reconstruction, that it can and will pass its measures by a two-thirds vote over the veto of the executive branch of the Government. If this be so, it will be evident that the objection once urged to this mode of reconstruction on account of its tardiness, exists no longer. Not to accept it, and not to push it ahead, will constitute the real tardiness. To revive business, to stir trade in its sluggish channels—in a word, to restore the Union—the shortest way is the one now fairly commenced, and which, we trust, will be consummated before Spring.

It is not, indeed, needful that all the States should be restored to their integrity on the same day. They can very well come in one after another, as one after another they went out. And just as secession and rebellion were fixed facts when the primary secession movement, or that of the Gulf States, took place—nor did we need to wait until the secondary movement, or that of the Border States, ensued—so now the restoration of the Republic will be substantially assured when two or three States are gathered back, and the following on of the rest will be a question of time and of local convenience. A similar process will be seen to the historic one of the formation of our more perfect Union under the Constitution. That instrument was not by any means ratified by all the States together. Some States delayed weeks, others months, beyond their companions. Yet, when a good number had accepted it, the United States of America was practically an accomplished fact. The time was once when people called out hastily to cut the Gordian knot of reconstruction. Now, however, that knot is not cut, but nearly untied; and it can be loosened altogether more quickly than we can cut it.

THE STEAM MACHINERY OF THE NAVY.

WE publish on another page a report by the fleet-engineer on the *Franklin*, upon the steam machinery of that vessel. This report would have little importance and not deserve the attention we shall give it were the machinery of the *Franklin* at all unique in character. But unfortunately nearly the whole of our new screw fleet has been planned on the same general principles which governed the construction of the *Franklin*. It is because our correspondent, "A," knows this, that he asks us to give prominence to the report of the fleet-engineer.

We have already on several occasions, discussed the machinery of this fine vessel, having critically examined its proportions and made analytical comparisons between it and the machinery of the most successful builders. This report of her engineer, made after steaming 3,425 knots in her, fully corroborates our statements and arguments. Our readers will remember that on one occasion our views in this matter brought out from the Chief of the Steam Bureau (who seemed to regard this as a personal, not as a national question) an angry rejoinder, which called in question the truth of our statements. At the time we published full proof of the soundness of our position and of his own misrepresentations. The report we now publish gives us another opportunity to sustain our position.

Our fleet-engineer says:

I feel confident, with the machinery in its present condition, the ship will, under steam alone and in smooth water, sustain for twelve consecutive hours, a speed of from 11½ to 12 knots per hour, the full

number of furnaces being used, with a boiler pressure of 30 lbs. per square inch, a vacuum of 26½ inches, the throttle three to four holes open, steam cutting off at 30 inches, engines making from 50 to 52 revolutions, and the consumption of coal three tons (6,720 lbs.) per hour, in which case the horse-power would be about 1,900 horses. But two boilers have ordinarily been used, and with these in smooth weather the ship makes from 7½ to 8 knots, steam 25 lbs., vacuum from 26½ to 27½ inches, revolutions from 31 to 34, throttle one hole, and consumption of coal 3,500 lbs. per hour."

Thus this engineer is "confident" that with 1,900 indicated horse-power, the *Franklin*, a full-modelled ship, according to our correspondent, "A," and with an immersed midship section of no less than 1,002 square feet, will sustain a speed of 11.75 knots (we take the mean of his guess) per hour. The absurdity of this official guess may be demonstrated in various ways. We will select the one we think we can make clearest to all our readers.

Let us compare the statement of this engineer with the actual results in the case of the well-known U. S. Steamer *Niagara*. According to Mr. ISHERWOOD's second volume of "Precedents," the *Niagara*, with an immersed midship section of "856 square feet," and with "1,955 indicated horse power," attained a speed of "10.9 knots." She is described by the same gentleman as a vessel whose "water lines are excessively sharp, and her coefficient of displacement very small—all calculated to produce an immersed solid of little resistance for the length, breadth and depth. In fact, the employment of large lineal dimensions with small capacity—the secret of all brilliant performances as regards speed—has been carried in this vessel to extremes."

In short, the *Niagara* is an "excessively sharp" vessel, modelled on almost directly opposite principles to the comparatively full *Franklin*. To show this we need only say that the ratio which the immersed portion of the *Franklin* bears to its circumscribing parallelepipedon is as 1 to .59, while the same ratio in the *Niagara* is as 1 to .49.

Now this engineer is "confident" the *Franklin* can be propelled 11.75 knots per hour with 1,900 horse power. He thus makes but 1.95 horses' power per square foot of midship section sufficient to drive the vessel at this speed. In other words, while the sharp *Niagara* requires 2.28 horses' power per square foot of section to propel her 10.9 knots, the bluffer *Franklin* requires but 1.95 horses' power to propel her 11.75 knots! The mere statement is enough to prove the ignorance of the assertion.

But assuming for a moment that the *Franklin* is as sharp as the *Niagara*, it is seen by the ordinary calculation that it will require 2.85 horses' power per square foot of midship section to propel the former 11.75 knots per hour—that is, over 2,855 horses' power would be required to drive her at the speed stated by the engineer would require but 1,900. But in reality, as scores of examples prove, upward of 3,300 horses' power would be required to drive such a ship as the *Franklin* really is 11.75 knots. Hence it will be seen that this "fleet engineer," in his zeal in attempting to sustain the principles and planning of his superior, has so egregiously blundered as to understate the power required nearly one hundred per cent.

Again, this engineer asserts in effect that 1,900 horses is the maximum power that can be exerted by the steam machinery of the *Franklin*; but he does not assert that even that small power—a most wretched result—has ever been developed. Now, as this machinery weighs some 700 tons, and it is substantially admitted that its maximum power is but 1,900 horses, it will be seen that only 2.7 horses are developed for each ton of machinery. Contrast this with the ordinary results of performance of direct-acting screw-engines, constructed on old and well-established principles, which are from 5.7 to 7 horses for each ton of machinery. It is true that the *Franklin* carries iron and brass enough, if disposed according to every-day practice, to drive her twelve knots per hour for at least "twelve consecutive hours in smooth water;" but we shall soon show that the possible speed is lamentably below this standard.

This engineer says, that with "two boilers (that is, including the 'super-heaters,' (?) with sixteen furnaces out of thirty, the whole number), in smooth weather, the ship makes from seven and a half to eight knots," consuming "3,500 lbs. of coal per hour," and that, with "three tons (6,720 lbs.) per hour," he is "confident the ship will, under steam alone, and in smooth water, sustain for twelve con-

secutive hours a speed of eleven and a half to twelve knots per hour." To show the absurdity of this statement, we need only to remind the reader that the speed varies as the cube root of the power, or as the cube root of the consumption of coal. Therefore, if 3,500 lbs. give a speed of 7.75 knots, 6,720 lbs. will give a speed of only 9.63 knots; and no less than 12,197 lbs. will be necessary for a speed of 11.75 knots, instead of about half this latter amount (6,720 lbs.), which a Naval Chief-Engineer estimates is the maximum quantity the ship can burn.

The report of this engineer is, in fact, itself the most striking proof that could be adduced of the palpable professional incapacity of the designer of the *Franklin's* steam machinery, and that of nearly all the new screw fleet, upon which so many millions of money have been expended. This is the price of the attempt to substitute the laws and proportions as laid down in Mr. ISHERWOOD's "Researches in Steam Engineering," in place of well-known mechanical laws which have not yet been repealed for that gentleman's benefit.

This is a subject of such grave national importance that we have felt the necessity of carefully examining it in all its aspects.

DESERTIONS.

EARLY during the present year, a successful effort was made to abolish the schedule of punishments provided by the Revised Regulations, and to substitute a milder system. The intent no doubt was philanthropic, and originated, perhaps, in consequence of some cases where gross injustice had been done. But the substitute was most unfortunate. The original paragraph of the Regulations provided for various punishments from death downward, but the substitute limited the kind and extent of punishment in a way whose disastrous effects may best be explained by the following illustration: A private of the First Infantry was tried last May by Court-martial at Jackson Barracks for having thence deserted, afterward voluntarily returning. He had once before done the same thing, deserting from and returning to the Fifteenth Infantry. He pleaded guilty, and said, in justification, that his family was "hard up in Chicago," and he could "get five dollars a day at painting and couldn't afford to 'soldier any longer.'" Besides, he added, "as we knew that I would be sent to Ship Island for six months, and then be dishonorably discharged, I concluded to come and give myself up now, as I still had two years more to serve."

This ingenious process of reasoning has become such a favorite one with soldiers, and the mildness of the punishment awarded to desertion has acted so unfavorably, that the latter crime has increased of late beyond all belief. We were, therefore, glad to record the recent order from headquarters revoking the General Order No. 4, and so restoring paragraph 895 of the Regulations, relating to punishments. We doubt if in any modern army desertions in time of peace are so frequent as in ours. Everywhere this evil is absolutely enormous, and has resulted not only in seriously impairing the morale of some commands, but in a great expense to the Government.

We are aware that there have been some unnecessary hardships connected with service on the Plains, and some instances of very bad management there on the part of the Government. But we deny that anything has ever occurred which offers the slightest excuse for desertion. Desertion of his colors is the highest crime known to the soldier, and it should be so regarded. It should be visited with the severest of all penalties. Granted that there has been some failure of contract in behalf of individual cases on the part of the Government. That does not justify the soldier in abandoning his post. Redress for no grievance, however great, is to be sought in that form. It is a novel idea—but one quite in our independent American way of thinking—to regard the enlistment of the soldier like a contract for buying an apple, and the service he renders like that of a Biddy, who may leave her mistress when she likes. To allow any loose and general notions to prevail about giving so much service for so much monthly pay, and to admit that desertion is the logical and proper relief for a failure to receive the sum promised on the day appointed, is to render the military service a mere farce. It makes "desertion" only a sort of "peaceable secession," and the soldiers, like the Southerners, will only ask to be "let alone."

In writing in this strain, we are perfectly aware that some abuses have occurred on the frontier, and elsewhere, which ought to be corrected. We should not do our duty without calling upon officers of all grades to aid in removing these incentives to desertion. Men may have been enlisted when drunk, others under false pretences, and with promises and inducements which no recruiting officer is entitled to hold out. Scant, or mouldy, or unsavory rations are for months furnished, where excellent provisions might be had. Wretched and uncomfortable barracks make the troops of some garrisons discontented and eager to get away. Constant "fatigue" duty, such as they could have had at home, with liberty and treble pay, and such as most of them would not have done at all, are the substitute for military duty, which in some cases is wholly neglected. These and other grievances ought to be remedied, and we would earnestly urge officers everywhere to so elevate at least the moral element of a soldier's career, that it will no longer appear as a mere trap into which he has fallen, and from which he must escape forthwith.

At the same time, we believe in treating desertion with great severity. The fact of the greatness of the temptation to desert is not to be taken into the account. There is no palliating a crime which is ruinous to discipline. The facility with which desertion can be managed, and the incentives offered by gold-mining and western pioneering, only increase the importance of making the punishment more stringent. We trace the present unparalleled prevalence of desertions farther back than to the Indian war. It originated, we cannot but think, in the laxity of the Volunteer service. And we verily believe that if desertion had been treated as it deserved to be during the war, it would not only have saved thousands of men to our armies and millions to our treasury, but it would have prevented the perpetuation in our Regular Army of that most pernicious evil.

CIRCULAR No. 7, from the Surgeon-General's Office, which has just been issued, is a report on amputations at the hip joint, adding to what is already known on the subject the valuable experience of our medical officers in the rebellion. The number of authentic instances in military surgery of amputation at the hip joint for injuries inflicted by weapons is comparatively small, probably not far from a hundred. Saverre Francois Morand, who studied surgery in England in 1729, under the celebrated Cheselden, and subsequently became surgeon of the Hotel des Invalides, was the first practitioner who advocated the practicability of this formidable operation.

The first instance of the performance of this operation for gun-shot injury was in the French Army of the Rhine in 1793, the operator being the illustrious Larrey, who was a zealous advocate of the operation. The patient survived the operation some time, but it became necessary for him to follow the army in a precipitate march of more than twenty-four hours' duration, in the depth of Winter, and it is probable that he died from fatigue and exposure.

In the war in the Crimea this operation was performed not less than forty-four times; twice in the Sardinian, eight times in the Russian, fourteen in the British and twenty in the French Army.

The Italian war of 1859 was the occasion of at least nine amputations at the hip joint for gun-shot injury or the complications consequent thereon.

In the rebellion there were fifty-three authentic instances of this operation for wounds inflicted by weapons, thirty-four of the operations being performed in the Armies of the United States, and nineteen in the Rebel Armies. The history of each of these cases is given in the present circular, and, in successful operations, the condition of the patient when last heard from. The number of cases in which primary amputation has been successful is remarkably small, while the list of failures is discouragingly long. Out of seventy-two primary amputations at the hip for gun-shot wounds sixty-eight were fatal, one was successful, while the issue in three cases is uncertain. The statistics of secondary hip joint amputation, however, show, out of nineteen cases, twelve deaths, a mortality rate of 63.15, which is less than the average mortality in amputations in the continuity of the thigh. It is claimed that even the appalling record of primary operations does not teach that the operation must be abandoned, and that, under certain circumstances, it is still the duty of a surgeon to disarticulate the head of the femur.

The circular is illustrated with wood cuts and also contains lithographs of seven patients who have successfully undergone the operation. The circular is prepared by Brevet Lieutenant-Colonel George A. Otis, assistant surgeon United States Army and is a very valuable addition to records of military surgery.

ABSTRACT OF SPECIAL ORDERS ISSUED FROM THE ADJUTANT-GENERAL'S OFFICE FOR THE WEEK ENDING OCTOBER 23, 1867.

Tuesday, October 22d.

Permission to delay compliance with so much of paragraph 4, Special Orders No. 471, October 17, 1867, from this office as directs him to report for duty to the commanding officer Augusta Arsenal, Georgia, is hereby granted Second Lieutenant E. M. Wright, Ordnance Department, until November 15, 1867.

Permission to delay twenty days in joining his regiment is hereby granted Second Lieutenant G. N. Whistler, Fifth U. S. Artillery.

The order to join his regiment at Fort Whipple, Arizona Territory, given First Lieutenant Joseph Karge, Eighth U. S. Cavalry, with his appointment, is hereby amended so as to direct him to join his regiment by way of the Isthmus of Panama.

Permission to delay thirty days in joining his regiment is hereby granted Second Lieutenant W. W. Wood, First U. S. Infantry.

Permission to delay reporting at Headquarters Third Military District, for fifteen days from the 28th instant, is hereby granted Brevet Lieutenant-Colonel E. McK. Hudson, Fifteenth U. S. Infantry.

The resignations of the following-named officers have been accepted by the President, to take effect from the dates set opposite their respective names, on condition that they receive no final payments until they shall have satisfied the Pay Department that they are not indebted to the United States: Major Alfred Pleasanton (brevet major-general), Second U. S. Cavalry, January 1, 1868; Major William P. Chambliss (brevet lieutenant-colonel), Fourth U. S. Cavalry, November 1, 1867.

The commanding general of the department in which recruit Otis S. Dimmick, U. S. Army, is serving, will, on the receipt of this order, convene a board of officers of the infantry arm of the service, to examine and report upon his qualifications for appointment as Second Lieutenant in the U. S. Army. The examination will be of a practical nature, and will be conducted so as to exhibit as well the character of the soldier, his general intelligence, and his fitness for the position and duties of a commissioned officer, as his proficiency in the tactics, in administration, and with regard to other necessary points on military knowledge. His military record will be fully considered. He will present himself to the board with surgeon's certificate, setting forth his physical qualifications.

Upon his own request, A. A. Campbell is discharged the service as Superintendent of the Harmony National Cemetery, District of Columbia, to take effect when he shall have been relieved by the superintendent appointed to succeed him.

Wednesday, October 23d.

The commissary general of subsistence is hereby authorized to order Brevet Colonel Thomas Wilson, commissary of subsistence, from time to time to visit such establishments for packing canned fruits and vegetables, at such points as the service may require, with a view to the attainment of reliable knowledge upon the whole subject, and to make purchases, inspection and shipments required for the Army.

The extension of the permission to delay joining his regiment, granted Second Lieutenant Benjamin F. Bell, Tenth U. S. Cavalry, in Special Orders No. 442, September 13, 1867, from this office, is hereby further extended ten days.

Thursday, October 24th.

The leave of absence granted Captain Henry W. Patterson, Fourth U. S. Infantry, in Special Orders No. 436, September 6th, 1867, from this office, is hereby extended until May 1st, 1868.

Friday, October 25th.

Leave of absence for ten days is hereby granted Major W. Winthrop, judge-advocate.

Paragraph 2, of Special Orders No. 278, May 30, 1867, from this office, is modified to read as follows: Captain William McK. Dunn, Jr., Twenty-first U. S. Infantry, will report in person, without delay, at headquarters, Armies of the United States, Washington D. C., for special duty.

Brevet Major William McK. Dunn, Jr., Twenty-first U. S. Infantry, having completed the special duty assigned him at headquarters, Armies of the United States, is hereby relieved, and will proceed to join his regiment in the First Military District. This order to take effect November 1, 1867.

Permission to delay proceeding to join his regiment for fifteen days is hereby granted Second Lieutenant Richard T. Jacob, Jr., Sixth U. S. Infantry.

Second Lieutenant A. A. Reese, Eighth U. S. Cavalry, will, on the expiration of his present delay, proceed to join his regiment in the department of California, via the Isthmus of Panama. The usual advance mileage will be paid him.

Permission to delay joining his regiment after the expiration of the extension of leave of absence granted him in Special Orders No. 108, September 21, 1867, from headquarters Military Division of the Missouri, is hereby granted First Lieutenant Hugh Johnson, Fifth U. S. Infantry, until May 1, 1868.

So much of Special Orders No. 28, October 14, 1867, from Headquarters, Department of the Missouri, as granted the following-named persons permission to open a trading establishment at the places set opposite their respective names, under the resolution of Congress entitled "A resolution to authorize the commanding general of the Army to permit traders to remain at certain military posts, is hereby confirmed: Mr. Albert E. Reynolds, Fort Lyon, Colorado Territory; Mr. R. M. Johnson, Fort Dodge, Kansas.

By direction of the Secretary of War, so much of Special Orders No. 461, paragraph 6, from this office, dated October 5, 1867, as honorably musters out of the service of the United States Captain J. C. Grierson, (brevet major) assistant quartermaster, U. S. Volunteers, to take effect November 1, 1867, is hereby amended to take effect December 1, 1867.

The resignations of the following-named officers have been accepted by the President, to take effect from the dates set opposite their respective names, on condition that they receive no final payments, until they have satisfied the pay department that they are not indebted to the

United States: First Lieutenant Prescott M. Skinner, Eighteenth U. S. Infantry, October 24, 1867; First Lieutenant Luther M. De Motte, Twenty-eighth U. S. Infantry, October 31, 1867.

Under the provisions of General Orders No. 79, May 1, 1865, from this office, his services being no longer needed, Additional Paymaster A. G. Salisbury (brevet colonel), U. S. Volunteers, is hereby honorably mustered out of the service of the United States, to date October 21, 1867. He will receive no final payments until he shall have satisfied the pay department that he is not indebted to the United States.

Saturday, October 26th.

By direction of the Secretary of War, Brevet Major-General John H. King, colonel Ninth U. S. Infantry, is hereby detailed as a member of the examining board, convened at San Francisco, California, by Special Orders No. 485, September 29, 1866, from this office, vice Brevet Major-General W. H. French, lieutenant-colonel Second U. S. Artillery.

Permission to delay reporting to the commanding general and to the chief quartermaster, Fourth Military District, as directed by Special Orders No. 436, September 6, 1867, from this office, is hereby granted Brevet Major Theodore J. Eckerson, assistant quartermaster, for ninety days.

By direction of the Secretary of War, so much of Orders No. 12, October 1, 1867, from Headquarters District of Louisiana, appointing First Lieutenant (now Captain) J. C. De Gress, Ninth U. S. Cavalry, aide-de-camp upon the staff of the brevet major-general commanding, is hereby confirmed.

By direction of the Secretary of War, so much of Orders No. 55, October 10, 1867, from Headquarters Third U. S. Artillery, as assigned Brevet Captain James M. Lancaster, first lieutenant Third U. S. Artillery, to Company I, of that regiment, is hereby confirmed.

By direction of the Secretary of War, so much of General Orders No. 22, September 21, 1867, from Headquarters Tenth U. S. Cavalry, as assigned Second Lieutenant Charles E. Nordstrom, of that regiment, to Company L, is hereby confirmed.

Permission to delay joining his regiment for twenty days is hereby granted Second Lieutenant William N. Williams, Third U. S. Infantry.

By direction of the Secretary of War, so much of Regimental Orders No. 64, October 12, 1867, from Headquarters Seventh U. S. Cavalry, as assigned the following named officers of that regiment to the companies set opposite their respective names, is hereby confirmed: First Lieutenant James M. Bell to Company I; First Lieutenant James T. Leavy to Company G.

Permission to delay joining his regiment for sixty days is hereby granted Second Lieutenant H. H. Pierce, First U. S. Infantry.

The telegraphic order of the 25th instant, from this office, granting Major George Pomeroy, paymaster, leave of absence for thirty days, from November 1, 1867, is hereby confirmed.

Captain I. D. DeRussy, First U. S. Infantry, will report to Brevet Major-General Butterfield, Superintendent General Recruiting Service, New York City, to accompany recruits to the Fifth Military District.

Permission to delay reporting to the commanding general, Department of Dakota, for fifteen days, is hereby granted Brevet Colonel J. N. G. Whistler, Thirty-first U. S. Infantry.

By direction of the Secretary of War, the suspension of the pay of Captain E. D. Harding, Twenty-seventh U. S. Infantry (wholly retired, with one year's pay and allowances, by Special Orders No. 473, Adjutant General's Office, October 19, 1867), directed by Special Orders No. 445, Headquarters of the Army, September 17, 1867, is hereby so far removed as to allow him to draw one month's pay and allowances.

Monday, October 28th.

Brevet Major Andrew Sheridan, Third U. S. Infantry, will report in person to the commanding officer, Newport Barracks, Kentucky, for medical treatment by the surgeon at that post.

By direction of the Secretary of War, General Orders No. 112, October 8, 1867, from Headquarters Forty-fifth U. S. Infantry (Veteran Reserve Corps), assigning the following-named officers of that regiment to the companies set opposite their respective names, is hereby confirmed: Captain Joseph W. Gelray (brevet lieutenant-colonel), to Company A; First Lieutenant William W. Rogers, to Company A; Second Lieutenant Michael Mangan, to Company A; Captain Charles G. Freudenberg, to Company B; First Lieutenant Edward C. Krower, to Company B; Second Lieutenant F. W. Foot, to Company B; Captain Daniel W. Burke, to Company C; First Lieutenant Andrew Mahoney, to Company C; Second Lieutenant D. H. McComas, to Company C; Captain Frederick S. Trotter, to Company D; First Lieutenant Frederick A. H. Gaebel, to Company D; Second Lieutenant William H. Bower, to Company D; Captain Gilbert S. Carpenter, to Company E; First Lieutenant John F. Skelton, to Company E; Second Lieutenant William P. Hogarty, to Company E; Captain John B. Callis, to Company F; First Lieutenant Calvin H. Frederick, to Company F; Second Lieutenant Smith J. Gurney, to Company F; Captain James McCleery, to Company G; First Lieutenant Hugh D. Bowker, to Company G; Second Lieutenant Robert G. Rutherford, to Company G; Captain Isaac S. Catlin, to Company H; First Lieutenant George W. Gile, to Company H; Second Lieutenant Paul R. Hambrick, to Company H; Captain Samuel P. Lee, to Company I; First Lieutenant William Stone, to Company I; Second Lieutenant Henry R. Williams, to Company I; Captain George B. Carse, to Company K; Second Lieutenant Leonard J. Whiting, to Company K.

By direction of the Secretary of War, a General Court-martial is appointed to meet at Fort Wayne, Michigan, at 11 o'clock A. M., on the 4th day of November, 1867, or as soon thereafter as practicable, for the trial of Brevet Captain E. L. Palmer, Forty-third U. S. Infantry (Veteran Reserve Corps), and such other prisoners as may be brought before it. Detail for the Court: Brevet Major-General T. J. Cram,

colonel corps of engineers; Brevet Brigadier-General W. F. Reynolds, lieutenant-colonel corps of engineers; Brevet Lieutenant-Colonel H. B. Bristol, Fifth U. S. Infantry; Brevet Lieutenant-Colonel F. Van Vliet, Third U. S. Cavalry; Brevet Lieutenant-Colonel James A. Bates, Forty-third U. S. Infantry (Veteran Reserve Corps); Brevet Major C. B. Throckmorton, Fourth U. S. Artillery; Captain G. J. Lydecker, corps of engineers; Brevet Lieutenant-Colonel F. U. Farquhar, corps of engineers, judge advocate of the court. No other officers than those named can be assembled without manifest injury to the service.

The leave of absence granted Brevet Major W. M. Maynard, First U. S. Artillery, in Special Orders No. 192, Headquarters Department of the East, September 24, 1867, is, under the peculiar circumstances of the case, extended ten days.

By direction of the Secretary of War, First Lieutenant Henry B. Ledyard, Fourth U. S. Artillery, will report in person, without delay, to the Superintendent of the Military Academy, West Point, New York, for assignment to duty.

First Lieutenant George A. H. Clements, Forty-fourth U. S. Infantry, (Veteran Reserve Corps), is hereby detailed for duty in the Bureau of Refugees, Freedmen and Abandoned Lands, and will report to the Commissioner of the Bureau, Washington, D. C., for assignment.

Leave of absence for six months, on surgeon's certificate of disability, is hereby granted Brevet Brigadier-General Charles P. Kingsbury, Ordnance Department.

The superintendent general of the recruiting service will forward, under proper charge, all disposable recruits of the Veteran Reserve Corps, U. S. Army, at the depots, to Nashville, Tennessee, for assignment to the Forty-fifth U. S. Infantry (Veteran Reserve Corps). The quartermaster's department will furnish the necessary transportation.

The leave of absence granted Captain Thomas Shea, Forty-fourth U. S. Infantry (Veteran Reserve Corps), in Special Orders No. 171, October 5, 1867, from Headquarters Department of Washington, is hereby extended ten days.

By direction of the President, Brevet Captain Henry McQuiston, U. S. Army (retired), is hereby relieved from duty in the Department of the Missouri, and will proceed to his home.

Second Lieutenant F. W. Foot, Forty-fifth U. S. Infantry (Veteran Reserve Corps), will proceed, without delay, to join his company in the Department of the Cumberland.

The permission to delay joining his regiment granted Second Lieutenant David L. Craft, Sixth U. S. Infantry, in Special Orders No. 440, September 11, 1867, from this office, is hereby extended fifteen days.

FIFTH MILITARY DISTRICT.

The following promotions having been made of officers belonging to regiments in the Fifth Military District, the officers named have been ordered to join the companies to which they have been promoted, as soon as practicable, unless on detached service:

FOURTH CAVALRY.

First Lieutenant Joseph Rendelbrook, Company D, to be captain, vice Kelly, which carries him to Company G; First Lieutenant Edwin J. Conway, Company L, to be captain, vice Long, which carries him to Company K; First Lieutenant Bird L. Fletcher, Company C, to be captain, vice Thompson, which carries him to Company F; Second Lieutenant Wilt I. Moberly, Company B, to be first lieutenant, vice Conway, which carries him to Company L; Second Lieutenant James B. Cole, Company K, to be first lieutenant, vice Fletcher, which carries him to Company C; Second Lieutenant William H. Hick, unassigned, to be first lieutenant, vice Barnhart, which carries him to Company E.

SIXTH CAVALRY.

First Lieutenant Tullius C. Tupper, Company E, to be captain, vice Spangler, which carries him to Company G; Second Lieutenant Henry B. Mellen, Company K, to be first lieutenant, vice Bennett, which carries him to Company I; Second Lieutenant Charles H. Campbell, Company I, to be first lieutenant, vice Wood, which carries him to Company G; Second Lieutenant William Harper, Jr., Company G, to be first lieutenant, vice Madden, which carries him to Company L; Second Lieutenant Harry E. Scott, Company D, to be first lieutenant, vice Irwin, which carries him to Company B; Second Lieutenant James F. Hill, Company B, to be first lieutenant, vice Tupper, which carries him to Company E.

NINTH CAVALRY.

Second Lieutenant Patrick Cusack, unassigned, to be first lieutenant, vice Hoyt, which carries him to Company E.

FIRST INFANTRY.

Second Lieutenant Francis E. Pierce, Company E, to be first lieutenant, vice Spalding, which carries him to Company F.

SEVENTEENTH INFANTRY.

First Lieutenant Malcolm McArthur, Company C, to be captain, vice Warren, which carries him to Company C; Second Lieutenant Charles Garretson, regimental quartermaster, to be first lieutenant, vice Sutherland, which carries him to Company B; Second Lieutenant Alex. H. M. Taylor, Company D, to be first lieutenant, vice Garretson, which carries him to Company B; Second Lieutenant Horatio Potter, Jr., Company F, to be first lieutenant, vice Lambert, which carries him to Company H; Second Lieutenant Cyrus S. Roberts, Company H, to be first lieutenant, vice McArthur, which carries him to Company C.

THE FORSYTHS.—The Columbus (Ohio) Journal says: "Tony" Forsyth (so called because his name is James A.), who was recently married to a daughter of Governor Dennison, of Ohio, is a major and brevet brigadier-general in the United States Army, and chief of staff to General Sheridan. He was a class-mate of Sheridan's at West Point, and belongs to the Toledo family. We believe "Sandy" Forsyth (so called because his name is George) is also on Sheridan's staff, and is major and brevet brigadier-general United States Army, but belongs to a New York family, and is no relation to "Tony."

OBITUARY.

CHIEF ENGINEER ALEXANDER GREEN.

DIED, suddenly, of disease of the heart, at sea, September 10, 1867, on board the U. S. steam-sloop-of-war *Tuscarora*, in latitude 8 degrees, 22 minutes, 27 seconds north, longitude 160 degrees, 50 minutes west, Chief Engineer Alexander Green, U. S. Navy.

The subject of this brief sketch entered the Navy as a third assistant engineer, on the 1st of December, 1854, and rose successively, with credit to himself, and usefulness to the service to the position of chief engineer, which he held at the time of his decease. The breaking out of the late rebellion found him on duty as a first assistant engineer on board the sloop-of-war *Hartford*, in the East Indies, and upon her return to the United States he was actively employed in the fitting out of the steamer *Paul Jones*, then building for service on the blockade, and in which vessel he sailed, on her first cruise, as the senior engineer, in charge of her machinery, until relieved and ordered to examination for promotion to a chief engineer. Upon two occasions previously—notwithstanding his continuous active duty ashore and afloat—he had been refused permission to appear for examination for promotion on account of the same physical disability (disease of the heart) which has now, alas, so suddenly terminated his earthly existence. In consequence of this postponed examination, his promotion, when obtained, found him much below his "date" on the Navy Register—though he had never failed to pass all of his professional examinations with credit. Soon after his promotion to a chief engineer, he joined the iron-clad frigate *New Ironsides*, commanded by the present Rear-Admiral Rowan, then employed in arduous blockade service off Charleston, and frequently engaged in attacks upon the forts and batteries on Morris or Sullivan's Island. In this vessel he remained until she was put out of commission at the close of the war, after she had taken an important part under the command of the present Rear-Admiral Radford, in all the attacks upon Fort Fisher, which led to its capture. After a short period of rest he was again ordered to duty on board the *Tuscarora*, where he met his untimely death, when the cruise had nearly terminated, and when bright visions of returning home were floating before him—his last duty after a period of active service of nearly thirteen years.

It was the privilege of the writer to have been upon terms of intimacy and friendship with the deceased, and he feels it a most melancholy duty thus to attest the high respect and regard he entertained for him. He was the last officer with whom he conversed but a few moments before his death, and who, though alarmed at his condition, little dreamed that his end was so near. He conversed clearly, and only complained of excessive weakness. His health had never been robust during the cruise, and he had been suffering for some days with intermittent fever, but he bore his indisposition, as was always his wont, uncomplainingly, and with patience. He succumbed to a sudden attack of that most insidious of all diseases, and lay composedly on his couch as if placidly sleeping.

Thus has closed the life of a young and gallant, high-toned officer, and a kind hearted and amiable gentleman. The navy has lost an officer of whom it may well be said, he was *sans peur et sans reproche*, and the engineer corps a member of whom it may well have been proud.

Chief Engineer Green's remains were buried at sunset, with the military honors due his rank. The ship was hoisted to with her colors at half-mast, all the officers appeared on deck with their side-arms, and the crew were mustered aft; the captain of the ship read the funeral service, and, as the sun sank beneath a cloudless horizon, the remains of the deceased officer were committed to the great deep. The marine guard of the ship then fired the customary volleys of musketry, and the sad rites terminated.

U. S. S. *Tuscarora*, SANDWICH ISLANDS, Sept. 24, 1867.

THE Treasury Department has received despatches from the steamer *Lincoln*, sent to the waters of the new territory. Leaving San Francisco on the 20th of July, she proceeded by way of Victoria and Fort Rupert, Vancouver's Island, to Fort Simpson. Three attempts were made to take observations to fix accurately the boundaries between British Columbia and our new territory, which were, however, unsuccessful, on account of the rain and fog, although six days were consumed in the trial. The vessel then proceeded to Sitka by way of Chatham Sound and Dixon passage, arriving in the bay on the morning of August 12th. They were still surrounded by a fog which completely hid the town from view, so that its exact locality could not be made out. After the fog cleared away the steamer entered the port and the officers and men received a cordial reception from Russian officials. The latter exhibited every disposition to forward the designs of the cruise, and immediate preparations were made to proceed with it, going first to Onnalaska Island. At the date of the report it was expected to set out on the 23d of August. Little had been learned in the short time that had elapsed since their arrival in those waters, but the officers expressed themselves already satisfied that the resources of the country in timber and fisheries have not been overrated.

A MILITARY commission was ordered to convene at the post of Grenada, Mississippi, at 10 o'clock A.M., on the 4th instant, or as soon thereafter as practicable, for the trial of Alfred Berry and J. S. Yeatman, and such other citizen prisoners as may be properly brought before it. Detail for the Commission: Brevet Major A. W. Allyn, captain Thirty-fourth U. S. Infantry; Captain James A. Hearn, Thirty-fourth U. S. Infantry; First Lieutenant W. W. Parry, Thirty-fourth U. S. Infantry; Second Lieutenant S. D. Humason, Thirty-fourth U. S. Infantry; First Lieutenant George W. Graffam, Thirty-fourth U. S. Infantry, judge-advocate.

GENERAL Grant has issued an order directing the Bureau of the War Department not to recognize George S. Thompson, attorney and claim agent, in any business transactions, he having attempted to defraud the United States, by presenting for payment false and fraudulent accounts, and urging the same for adjustment and payment in an improper and corrupt manner.

GREAT BREVETS FOR LITTLE BUTTONS.

THE matter of brevets in the Regular Army has been turned into broad burlesque by the recent legislation of Congress. By a recent act all officers of the present Regular Army who have served as officers of Volunteers during the war are to have, in the Regular Army, a brevet rank corresponding to the highest rank held by them in the Volunteer service. The effect of the law is to brevet about nine-tenths of all the officers in the Regular Army, without regard to whether they have ever heard a bullet whistle or not. But the most ludicrous part of the affair is that a second lieutenant in our Regular Army may have the brevet rank of major general, and wear the uniform of that exalted rank, while at the same time he is serving under a first lieutenant who is only a brevet captain, and wears a captain's uniform. The absurdity of this is apparent, to every veteran at least. Edward McCook, who addressed the democracy of Sandusky last Autumn, was brevet major-general of Volunteers; he has recently been confirmed as second lieutenant in a regiment of Regular Infantry; hence his present title, in full, is Brevet Major-General E. McCook, second lieutenant Tenth Infantry, U. S. A. Such nonsense as this will soon make the United States Army a laughing-stock among the military men of other lands, and it can hardly escape ridicule at home. Imagine an order like the following:

HEADQUARTERS FORT SCOTT, April 30, 1867.
Brevet Major-General T. Jones, Second Lieutenant Third U. S. Cavalry, will report to Brevet Captain J. Smith, First Lieutenant Third U. S. Cavalry, for duty.

By command of First Lieutenant Charles Howard,
Third U. S. Cavalry, Commanding post.

RICHARD ROSE,
Brevet Maj.-Gen. and Second Lieut. Third U. S. C., Post Adjt.

—Washington Correspondence Sandusky Register.

MR. Desmond Fitzgerald, assistant to the Secretary of State of Rhode Island, has made a life-size profile medallion, in bronze, of his Excellency Governor Ambrose E. Burnside. The medallion, which is very highly spoken of as a work of art, is the property of L. B. Schwabe, Esq., for whom it was made, and will be deposited in his national memorial military library attached to the gallery of portraits of fallen heroes. The second profile of the general, which Mr. Fitzgerald has not quite finished, Mr. Schwabe will present to the city of Bremen, Germany, for the Bourse.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

OCTOBER 19.—First Assistant Engineer Levi R. Greene, and Third Assistant Engineer Charles F. Nagle, to special duty connected with experiments on the combustion of pulverized coal, etc.

OCTOBER 23.—Surgeon Henry C. Nelson, to duty on board the practice ship *Sabine*.

OCTOBER 25.—Lieutenant-Commander Francis B. Blake, to duty at the Naval Academy.

DETACHED.

OCTOBER 22.—Lieutenant-Commander William Whitehead, from duty on board the *Saco*, and placed on waiting orders.

OCTOBER 23.—Surgeon Samuel J. Jones, from duty on board the practice ship *Sabine*, and placed on waiting orders.

OCTOBER 25.—Assistant Surgeon James N. Hyde, from duty on board the *Ticonderoga*, and placed on waiting orders.

Assistant Surgeon James M. Flint, from duty on board the *Pensacola*, and placed on waiting orders.

ORDER REVOKED.

OCTOBER 19.—Commander Jonathan Young, detached from command of the *Malaska*, and a leave of absence is granted him.

RESIGNATIONS ACCEPTED.

OCTOBER 22.—Second Assistant Engineer F. W. Bissett.

OCTOBER 25.—Second Assistant Engineer William S. Cherry.

MISCELLANEOUS.

OCTOBER 25.—Rear-Admiral Henry K. Hoff has been ordered to hold himself in readiness for the command of the North Atlantic Squadron in the early part of December next.

VOLUNTEER NAVAL SERVICE.

ORDERED.

OCTOBER 21.—Acting Master Josiah A. Hannum, Thomas Stothard, and Acting Ensign Thomas W. Bell, to duty on board the *Independence*.

OCTOBER 22.—Acting Assistant Surgeon Lorenzo Traver, to duty on board the Coast Survey steamer *Corwin*.

OCTOBER 25.—Acting Masters W. W. Kennison and John McGowan, to duty on board the receiving ship at the Navy-yard at Philadelphia.

DETACHED.

OCTOBER 19.—Acting Second Assistant Engineer H. M. Little, and Acting Third Assistant Engineers Harry Litchfield and James Campbell, from duty on board the *Twice*, and placed on waiting orders.

OCTOBER 22.—Acting Ensign S. H. Howell, from duty at the Navy-yard, Washington, and granted leave for discharge.

Acting Assistant Surgeon Isaiah Dewling, from duty on board the Coast Survey steamer *Corwin*, and placed on waiting orders.

OCTOBER 24.—Mate S. S. Blodgett, from duty on board the *Sabine*, and ordered to the *Saratoga*.

APPOINTMENT REVOKED.

OCTOBER 22.—Mate James Rounds, Jr.

ORDER REVOKED.

OCTOBER 24.—Mate W. H. Robinson, to duty on board the *Saratoga*, and ordered to remain on board the *Sabine*.

MISCELLANEOUS.

OCTOBER 19.—The acceptance of the resignation of Acting Passed Assistant Surgeon Scollay Parker has been revoked, and he is granted leave for discharge.

HONORABLY DISCHARGED.

THE following Volunteer Naval officers have been honorably discharged from the service of the United States since last report:

Acting Ensigns R. L. M. Jones and A. F. Aldrich, Jr., from the 25th inst.

Acting Third Assistant Engineers August Abjornson and James B. Cook, from the 23d inst.

LIST OF DEATH

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery, for the week ending October 23, 1867:

Eben Hoyt, chief engineer, October 19th, Naval Academy, Annapolis.

William Clark, first-class fireman, October 19th, Naval Academy, Annapolis.

James Brisco, second-class boy, October 19th, Naval Academy, Annapolis.
John Shay, coxswain, October 20th, Naval Academy, Annapolis.
Frank Reed, landsman, October 13th, Naval Hospital, Pensacola.
George O. Montgomery, quartermaster, July 16th, U. S. steamer *Huron*, Rio de La Plata.
John Hart, first-class fireman, September 30th, U. S. steamer *Guarriere*, Rio de Janeiro.

ARMY GAZETTE.

CHANGES OF STATION.

THE following changes in the Army have been reported to the War Department since last report:

INFANTRY.

OCTOBER 9.—Headquarters and Companies A, C, H and I, Fourth Infantry, ordered to Fort Laramie, D. T.

Headquarters and Companies I and K, Eighteenth Infantry, ordered to Fort Fetterman, D. T.

SEPTEMBER 25.—Company C, Thirty-seventh Infantry, ordered to Camp Plummer, N. M.

OCTOBER 15.—Companies G and K, Thirty-seventh Infantry, ordered to Fort Garland, C. T.

OCTOBER 18.—Company I, Thirty-seventh Infantry, ordered to Fort Union, N. M.

OCTOBER 1.—Company H, Thirty-seventh Infantry, ordered to Fort Union, N. M.

Company D, Thirty-seventh Infantry, ordered to Fort Sumner, N. M.

Companies A and D, Fifth Infantry, ordered to Fort Union, N. M., there to receive further instructions.

OCTOBER 12.—Company I, Thirtieth Infantry, ordered to Fort D. A. Russell, D. T.

OCTOBER 15.—Company C, Fifteenth Infantry, ordered to Selma, Ala.

OCTOBER 14.—Company K, Twenty-fourth Infantry, ordered to Winchester, Miss.

SEPTEMBER 25.—Company F, Thirty-fifth Infantry, left San Antonio, Texas, for Seguin, Texas.

Companies C and H, Thirtieth Infantry, at Camp Sargent, formerly called North Platte Station, Neb.

Company B, Fourth Infantry, at Camp Sargent, Neb.

Company K, Thirty-eighth Infantry, at Fort Selden, N. M.

SEPTEMBER 5.—Company A, Nineteenth Infantry, ordered to Dardanelle, Ark.

SEPTEMBER 30.—Company I, Twenty-eighth Infantry, at El Dorado, Ark.

Companies B and E, Twenty-eighth Infantry, en route to El Dorado, Ark.

CAVALRY.

Company C, Third Cavalry, will proceed to and take post at Fort Garland, C. T., when relieved from duty in the field, September 27, 1867.

Company M, Third Cavalry, ordered from Fort Bayard, N. M., to Fort Sumner, N. M., September 27, 1867.

Company I, Fourth Cavalry, ordered from Sparta, La., to Grand Ecore, La., October 3, 1867.

Company H, Eighth Cavalry, arrived at Fort Halleck, Nev., July, 1867.

Company G, Tenth Cavalry, arrived at Fort Hays, Kan., August, 1867.

Company M, Tenth Cavalry, ordered to Fort Gibson, C. N., October 7, 1867.

Company L, Tenth Cavalry, ordered to Fort Arbuckle, C. N., September 28, 1867.

ARTILLERY.

Company I, Third Artillery, ordered from Fort Constitution, N. H., to Fort Winthrop, Mass., October 14, 1867.

ADMIRAL FARRAGUT AT COPENHAGEN.

THE following is a copy of a correspondence which took place between Admiral Farragut and United States Minister George H. Yeaman, at Copenhagen, on the recent departure of the Admiral from that port:

U. S. SNEP FRANKLIN, OFF COPENHAGEN, }
September 20, 1867.

MY DEAR SIR: I cannot leave without expressing to you my sincere thanks for your kind attention, not only to me, but to the officers of my squadron, both officially and unofficially, during our short stay at Copenhagen, and I assure you that it will at all times be most gratifying to me to hear of your prosperity in the important position you now hold, or in any other which it may please the government to bestow upon you.

With my kind wishes to Mrs. Yeaman and family, I remain, very truly, yours,

D. G. FARRAGUT,
Admiral commanding European Squadron.
To his Excellency George H. Yeaman, United States Minister, Copenhagen.

LEGATION OF THE UNITED STATES, }
COPENHAGEN, September 23, 1867.

MY DEAR SIR: I know not how to thank you sufficiently for your kind and flattering letter of the 20th inst., addressed to me just before your departure from Copenhagen.

I and my family have so much enjoyed the visit of yourself and officers, and of Mrs. Farragut and the other ladies, that your parting attention seems to us like double and unexpected happiness.

I know that you and they will accept the assurance that whatever exertion we made to render the visit an agreeable one to yourselves was done more as a pleasure than as a duty. Your kind wishes for me in my present employment, and any other the Government may hereafter confer upon me, have at once rewarded and encouraged me in the wish to serve our country, and in singleness of devotion to its institutions.

In testimony of my own appreciation of the prominent and leading part you took in saving these from destruction, I beg your permission to borrow and adopt as my own the last sentiment which the King of Denmark proposed to you at his table on Thursday evening.

Mrs. Yeaman, Miss Triplett and myself desire to be remembered with the liveliest regard to the ladies and to your gallant officers. Personally and officially I thank you and them, and congratulate the Government and people of the United States for the very favorable impression which has been made in Northern Europe by your cruise in the Baltic and adjacent waters.

Our naval science has been illustrated, our political institutions honored, while socially and politically Americans have acquired an increased consideration.

I remain, very truly, your friend,
Geo. H. YEAMAN.
To Admiral D. G. Farragut, Commanding European Squadron, U. S. Navy.

LETTERS IN THE NEW YORK POST-OFFICE.

THE following is a list of letters remaining in the New York Post office on the given dates. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead Letter Office, Washington.

ARMY.

OCTOBER 26TH.

McAllister, M. D., Brig.-Gen.—3 Williams, E. R., Lieutenant, 17th Colored Troops.

Faulding, E. E., Colonel, Paymaster U. S. Army.

OCTOBER 30TH.

NAVY.

Bell, Charles H., Admiral.

Cass, Ludlow A., Captain.

Nelson, John F., U. S. S. Colorado.

ARMY.

Jackson, Wm., Lieut., 78th U. S. Colored Infantry.

Lutz, E. M., Adjutant 1st batt. Saunders Nicholas, First Sergt., N. J. R. C.

Mayer, Brant, Ma

Nolan, Henry J., Lieut., late 14th New York Cavalry.

THE NATIONAL GUARD.

CRITICISMS OF THE NATIONAL GUARD.—It is rather amusing to read the letters which we occasionally get from subscribers, asking us to stop their papers. The reason given or understood is invariably some adverse criticism which we have made on their performances or those of their commands. We are sorry some of our readers are so thin-skinned, for we can assure them the continuance or stoppage of subscriptions can not, and will not, influence us in the expression of our opinion as to what is militarily correct and what is not. We are happy to be able to say that the number of readers who appreciate our remarks, and the desire to instruct which prompts them, has steadily increased from the issue in which we first commenced our criticisms.

There are certain organizations in New York and the vicinity whose drills and parades we prefer never to witness, as it is impossible to speak of their military doings without sharp criticism. The sole purpose of our criticisms is to increase the knowledge and raise the standard of the National Guard, and we are always ready to confer with any officer, non-commissioned officer, or private who considers himself aggrieved by anything which has appeared in our columns.

Just and intelligent criticism of military matters by the press was first found in the columns of the JOURNAL, and we feel confident that no citizen soldier can be a constant reader of our paper without gaining therefrom much valuable information not to be found elsewhere. We naturally expect that ignorant persons who have been promoted to positions which they are unfitted to fill, would prefer to read fulsome praise to fair criticism; but we do not often find that officers, who desire to learn their duties, feel offended at any remarks we make about them. When we are convinced that a majority of the better class of soldiers of the State desire to blunder on in blissful ignorance and resent any kind allusion to their mistakes and inadvertencies, we shall cease to speak on these subjects; but not until then can we be forced to pursue any but the free and independent course we have laid out for ourselves, assured that by so doing we will continue to merit that commendation and support which we have received from all sides.

SECOND DIVISION.—The week which has elapsed since our last issue has not materially lessened the number of candidates for the command of the Second division. As most of them, however, are out of the race from the start they need not occupy much of our attention. It is now generally understood that General Smith will not personally urge his claims for the position, although he would like to have it offered to him, and it is extremely doubtful whether he would accept even if the offer was made.

General Jourdan still shows well to front, although another candidate has appeared in the field who is already along side of the leader, so that it is pretty evident that the race will be a close one whichever wins. The new competitor is Brevet Major-General E. L. Molinieux, formerly colonel of the One Hundred and Fifty-ninth New York Volunteers. General Molinieux has been connected with the National Guard for the past ten years, holding various positions, from private in Company G, of the Thirtieth, to the lieutenant-colonel of the Twenty-third regiment, which position he resigned to accept a similar one in the One Hundred and Fifty-ninth New York Volunteers. General Molinieux did good service during the war, serving in Louisiana and Texas under Banks, being present in the operations at Port Hudson, and finally being in command of a brigade under Sheridan in the Valley, and participating in the engagements at Winchester, Fisher's Hill and Cedar Creek.

As between Generals Jourdan and Molinieux, therefore, it will be more difficult to choose, as both have done good service in the field, and both have a good record as soldiers as well as citizens. Either of these gentlemen would be a good choice, and a majority of the officers of the division advocate the claims of one or the other of them.

It is not probable that Governor Fenton will, in the appointment, have anything in view except the best interests of the division; and both the Governor and his staff are fully aware that the Second division wants a soldier who thoroughly understands his duties, and is competent to command several brigades.

The selection of either General Molinieux or General Jourdan would satisfy the needs of the case, and we therefore wish them a clear field and no favor, and may the best man win.

NATIONAL GUARD UNIFORM.—Our remarks on the subject of State uniforms, have called forth a variety of letters, most of which endorse the ground we took, although we published last week the letter of a correspondent who differs from us. We have too often expressed our views on this subject to need to repeat them now, but we will endeavor to answer some of the objections raised by the Ninth regiment. In the first place, uniforms and armories are not fairly in the same category. Armorries are seldom, if ever, to put to any use unconnected with the regiments to which they belong, while large numbers of the uniforms issued by the quartermaster-general, are worn out in pursuing avocations in no way connected with the service of the State.

We do not believe that the number of well-drilled soldiers will be less when the State ceases to give uniforms, than it was before, although the number of organizations may be considerably reduced. Under the present regime, there are regiments in the City of New York, which, although they have a semblance of life, should, in reality, be handed over to the undertaker. However, not to prolong the argument, the expenses of the National Guard are, as they now stand, too large, and the shortest way to reduce them is to stop the issue of clothing. This will, doubtless, be a severe strain of the vitality of some of the organizations, but the knife of the surgeon, though it may lop off a limb, adds health to the rest of the body. Who mourns over the Ninety-fifth or the Ninety-ninth, or who would shed tears, if an order were issued to-morrow disbanding the —th, and —th, because they had fallen below the standard? We are persuaded that in this matter, we express the sentiments of all those who are most interested in the welfare of the State National Guard.

THIRTEENTH REGIMENT.—In compliance with orders this regiment paraded on Monday, October 28th, for review, inspection, and muster. The line was formed in Monroe place, whence the regiment proceeded to the Capitoline grounds, where the exercises of the day took place. Brevet Major-General James Jourdan was in command, assisted by Lieutenant-Colonel Thomas Dakin and Major Frederick Mason, Lieutenant Clarence Stanley acting as adjutant. An order was received from Albany last week consolidating with the Thirteenth regiment the battalion of heavy artillery commanded by Major Sprague. It was expected that this would add some 150 men to the rolls of the Thirteenth, and it was proposed to organize them into two companies. On Monday, however, so few of the heavy artillery men were present that they were formed into a single company. The men who have thus been added to the Thirteenth do not appear at

the present time to be under good discipline, but they will, doubtless, be instructed in these particulars by their new commanding officer. When General Jourdan first took command of his present regiment, the stringent orders that he issued excited considerable attention, and it was considered a matter of doubt whether he would make or break it. This point is now decided, for the general has succeeded in greatly improving the regiment, while he has at the same time secured for himself the hearty good will and support of both men and officers. The appearance of the regiment on Monday was excellent, fully justifying the complimentary remarks which it elicited from both military men and civilians. After arriving at the grounds, the morning was given up to company and battalion movements, according to Upton, in which the regiment has made commendable progress. In the morning Brigadier-General George S. Batcheller, who was present during the entire day, reviewed the regiment. The inspector-general expressed himself highly pleased at the manner in which the review was gone through with, assuring General Jourdan that he did not notice an officer who did not salute correctly. The inspection took place in the afternoon, previous to which a review was given to Brigadier-General P. S. Crooke, commanding the Fifth brigade, who was accompanied by Major Dean, Brevet Brigadier-General McNary, and two other members of his staff. Although the review was gone through with in good style, the regiment did not make as good an appearance at the review in the afternoon as it did in the morning.

In witnessing the various inspections of the National Guard we almost invariably find that the men have not been sufficiently instructed in throwing up their guns for inspection. This is one of the prettiest motions in the manual when it is well executed, and one of the most ungainly when it is not properly understood. In this particular the men of the Thirteenth are no better and no worse than those of the generality of other regiments.

The inspection was made by Major David J. Dean, and was finished shortly after 4 o'clock.

After the close of the inspection, the ceremony of dress parade was executed in very good style. At the close of the parade the colors were received with due form, Company F, Captain Heath, acting as color escort. After receiving the colors the regiment marched to its armory and was dismissed.

In 1866 the Thirteenth inspected—present, 324; absent, 233; total, 562. The return for this year, which is given below, shows an increase in both the number present and the total. Companies E and K are composed of the men formerly belonging to Major Sprague's battalion of heavy artillery, which will account for the large number of absentees in these companies compared with those present:

	Present.	Absent.	Total.
Field and staff.....	7	1	8
Non-commissioned staff and band.....	36	3	39
Company A.....	39	30	69
Company B.....	41	19	60
Company C.....	35	14	49
Company D.....	22	8	30
Company E.....	20	71	91
Company F.....	33	17	50
Company G.....	49	27	76
Company H.....	44	22	66
Company I.....	48	23	71
Company K.....	23	54	77
Total.....	407	229	636

FOURTH REGIMENT.—The inspection of this regiment took place at Tompkins square on Friday, the 25th ult., commencing immediately after the close of the review of the Ninety-sixth. The Fourth was drawn up in the eastern portion of the square, and was under the command of Colonel Harmon D. Hull. The review, before inspection, was by Brigadier-General G. S. Batcheller, inspector-general of the State, accompanied by Brigadier-General Lloyd Aspinwall, the brigade commander, and Captains Skidmore, McClure and Walker, of his staff. Dodworth's band, which paraded with the regiment, wore a rusty red uniform, with a blue sash diagonally across the body, thus combining red and blue, which are the predominant colors in the uniform of the regiment.

The review was gone through with in good style, although there was some unsteadiness on the part of the men. The regiment passed in review in quick and double time. In quick time, the men marched well and made a good appearance. The salutes of the officers were about equally divided into good and bad. We missed the drum-major, who usually paces with this regiment, and who looks like a thorough sou-zou, but his place was ably filled by Drum-Major Strube, of the Twelfth. Strube did well, as a matter of course, but we should imagine that it would be a fruitful source of colds for one not used to it to expose his neck as much as is required by the uniform of the Fourth. The regiment passed in review in double time in good shape, with the distances well preserved, except on the part of the drum corps and staff. None of the officers held their swords diagonally across their bodies, as they should have done. The review in double time, however, was much the best which has thus far taken place in the division.

Captain Skidmore acted as inspecting officer. The returns for this year give the Fourth a larger total than last, although the number present is much smaller. The inspection return for 1866 shows: Present, 335; absent, 203; total, 538. The return for this year, which is given below, shows a larger number absent than present, which is not a healthy state of affairs.

	Present.	Absent.	Total.
Field and staff.....	5	5	10
Non-commissioned staff.....	5	1	6
Band.....	25	—	25
Company A.....	35	15	50
Company B.....	29	29	49
Company C.....	33	31	64
Company D.....	28	40	68
Company E.....	17	31	48
Company F.....	37	40	77
Company G.....	17	35	52
Company H.....	33	63	96
Total.....	255	320	575

NINETY-SIXTH REGIMENT.—The annual inspection of this regiment took place at Tompkins square, on Friday morning, the 25th ult. The Ninety-sixth paraded in full uniform, and made a fine appearance. The officers of this regiment wear the full-dress hat and epaulettes. The field officers wear, in addition, a gilt baldric, which gives them a much more showy appearance than the men who wear the ordinary State uniform, including the cap and pompon. The drum corps wear a full-dress chasseur hat, with a red horse-hair plume. As the uniform of the rank and file of this regiment is suited for fatigue duty rather than full-dress occasions, we think that it might very properly be made more showy. The review before the inspection was given to Brigadier-General Batcheller, the inspector-general, who was on the ground in full-dress uniform, epaulettes, and fatigue cap, his belt, which was heavily embroidered, being peculiarly handsome and showy. Brigadier-General Louis Burger,

commanding the Second brigade; Majors Frolich and Godfrey, and Captains O'Keefe, Marquardt, Morse, and Heyzer, were also present, and accompanied General Batcheller during the review.

Colonel J. D. Krehbiel was in command, assisted by Lieutenant-Colonel Albert Steinway and Major Unkart. Many of the men did not stand as steady as they should. In passing in review several of the officers saluted poorly, one of them letting his sword fall backward, and then swinging it up and letting it fall again. General Batcheller expressed himself highly pleased with the review, and complimented Colonel Krehbiel very highly on the appearance of his command. The Ninety-sixth is composed of a fine body of men, and is worthy of being classed with the Fifth and Eleventh regiments. The discipline of the regiment is not quite as strict as we would like to see it. At the last annual inspection the Ninety-sixth had 471 present, 178 absent, 649 total. The following is the return for this year:

	Present.	Absent.	Total.
Field.....	3	—	3
Staff.....	3	2	5
Non-commissioned staff.....	10	3	13
Band.....	22	3	25
Company A.....	45	35	80
Company B.....	39	9	48
Company C.....	65	14	79
Company D.....	63	19	82
Company E.....	55	21	76
Company F.....	67	28	95
Company G.....	36	3	39
Company H.....	51	11	62
Company I.....	61	16	77
Company K.....	52	11	63
Total.....	604	164	768

SIXTY-NINTH REGIMENT.—This regiment made a better appearance at its inspection last Monday than it has on any parade for a long time. There is no questioning the fact that Irishmen under good officers, make good soldiers, but this happy combination is not often found in the National Guard. We are not inclined to look favorably upon the plan of organizing regiments entirely of foreigners of any nationality whatever, but if there are to be such organizations, let us by all means have one good Irish regiment. There is very little hope of the Second, which is going steadily down hill to consolidation and disbandment, and it therefore remains with the members of the Sixty-ninth to show us whether our Irish brethren, when offered by themselves, furnish the proper kind of material for a National Guard regiment.

The review, previous to the inspection, was made by Brigadier-General Lloyd Aspinwall, commanding the Fourth brigade, who was accompanied by Captains Skidmore, Laing and Kingsley, of his staff and also by Brigadier-General Burger and his full staff. Lieutenant-Colonel Cavanagh was in command of the regiment, and went through his part of the ceremony quite correctly. As the reviewing officer passed down the line the regiment made a very fine appearance, the men looking very neat and soldierly in their new uniforms and white gloves, and standing quite steady. One of the members of the regimental staff wore his overcoat, which he should not have been permitted to do. The regiment passed in review in quick and double time. The review in quick time was very good, the fronts being good and the distances well preserved. Monahan's band, which accompanied the regiment, made a good appearance, but was not well instructed in its duties, as it wheeled out of the column before passing the reviewing officer. The music did not play for the double time as soon as it should, which was the fault of the leader of the band. As the band is, at present, etc., under the charge of the regimental adjutant, we hope adjutant Haig will instruct it in this matter before its next parade.

The regiment passed in double time in very good style, but the officers did not carry their swords diagonally across their bodies, point upward, as they should when moving at double time or the run.

Among those who witnessed the inspection was Major Charles Tomes, of the Fourth brigade, who has but recently recovered from a severe fit of sickness. The Major was not well enough to appear in uniform, but we hope to see him on duty again before long as hearty and pleasant as ever.

The Sixty-ninth has a good war record, and we are happy to be able to testify to the highly creditable appearance which it made at its inspection.

At the last annual inspection of this regiment there were 375 present, 167 absent, and a total of 542. The annexed return for this year will show an increase in both those present and also in the aggregate force of the regiment.

	Present.	Absent.	Total.
Field and staff.....	6	1	7
Non-commissioned staff.....	9	—	9
Band.....	31	—	31
Company A.....	57	24	81
Company B.....	41	12	53
Company C.....	46	19	65
Company D.....	35	17	52
Company E.....	51	27	78
Company F.....	30	32	62
Company G.....	35	14	49
Company H.....	12	34	46
Company I.....	43	19	62
Total.....	396	199	595

SIXTH REGIMENT.—The inspection of this regiment took place at Tompkins square on the morning of Monday, the 25th ult. The brigade staff also paraded at the same time, dismounted, in full uniform, and epaulettes, for muster. The staff is composed of Major J. M. C. Frolich, chief of staff; Major and Brevet Lieutenant-Colonel P. J. Joschimsen, judge-advocate; Major John A. Godfrey, inspector; Captain Sidney E. Morse, quartermaster; Captain Carl Marquardt, commissary; Captain Stephen D. O'Keefe, ordnance officer; Captain William C. Dickel, aide-de-camp; First Lieutenant Charles H. Heyzer, aide-de-camp; Major Benjamin S. Church, and Surgeon D. B. St. John Rocca. The last two officers, however, were absent. The Sixth was under the command of Colonel Joel Mason, who has lately returned from Europe. Lieutenant-Colonel Schwartz and Major Kinney were also present, and Lieutenant James H. Tattersoll acted as adjutant. Brigadier-General Burger reviewed the regiment previous to the inspection. The drum corps and music should not have commenced to play until the reviewing officer had arrived on the right of the line, and commenced to pass down it. As the general was passing round the left of the line one or two of the members of the brigade staff came up on the double quick and took their places. The men did not stand as steady as they should, and we noticed quite a number of them holding their pieces in both hands at a sort of rest, the piece thrown diagonally across the body. This spoiled the appearance of the line.

In passing in review the band wheeled out before passing the reviewing officer. The salutes of the officers generally were not good. The colonel, the adjutant and the captain of the seventh company

saluted properly, the latter officer handling his sword very handsomely. We noticed that one or two sergeants marched in the line of file-closers, without guns, and saluted as officers. This was wrong: In reforming the line the colors should have been exactly opposite the stand of the reviewing officer, instead of one side of it, as was the case.

The inspection return for this year shows an increase in the numbers present and the aggregate of last year. The figures for 1866 were: Present, 305; absent, 189—total, 494. The following is an abstract of the numbers present October 23, 1867:

	Present.	Absent.	Total.
Field.....	3	—	3
Commissioned staff.....	3	—	3
Non-commissioned staff.....	8	—	8
Band.....	25	—	25
Company A.....	47	31	78
Company B.....	29	18	47
Company C.....	40	8	48
Company D.....	34	10	44
Company E.....	21	22	43
Company F.....	28	22	50
Company G.....	23	19	42
Company H.....	33	24	57
Company I.....	45	15	60
Company K.....	33	10	43
Total.....	412	180	592

SEVENTY-NINTH REGIMENT.—This organization paraded for inspection on last Wednesday. As the orders were to await orders in the armory, in case the weather was threatening, the regiment did not arrive at Tompkins square until about eleven o'clock, although this did not seriously delay it, as the Third cavalry occupied the greater part of the square for its review. The Seventy-ninth was drawn up for review on the west side of the ground, facing east. Brigadier-General Aspinwall reviewed the regiment, accompanied by Captain Skidmore, acting brigade-inspector, and Captains Walker and Loring of the brigade staff. The uniform of this regiment is neat and serviceable, and it would have made a good appearance had the men stood steadier. As it was, they all appeared very uneasy about something or other from the colonel down; that is, judging from the way they twisted and moved about while the reviewing officer was passing down the line. The regiment passed in review in very good style, and we were glad to notice that it paraded with a single color, and that the United States flag. In wheeling, after passing the reviewing officer, not a single company commander faced his company while executing the wheel. The drum corps should not have wheeled out of column with the band. The inspection of this regiment is the last but one of the Fourth brigade—that of the Twenty-second, which will take place next week, being the last.

At the last inspection the Seventy-ninth had 236 present, 127 absent, and a total of 363. We annex the return of the present inspection:

	Present.	Absent.	Total.
Field and Staff.....	4	1	5
Non-commissioned staff.....	5	0	5
Band.....	15	9	24
Company A.....	43	17	60
Company B.....	32	27	59
Company C.....	21	36	57
Company D.....	34	16	50
Company E.....	26	26	52
Company F.....	37	17	54
Company G.....	26	19	45
Total.....	243	159	402

THIRD REGIMENT CAVALRY.—This regiment assembled for inspection and muster at Tompkins square on Wednesday, the 30th ult. The Third made a good turn out, and as the men were drawn up in single file, they covered two, and part of the third, sides of the ground. Quite a number of the men were dismounted. The uniforms of the regiment were in good order, and we only noticed one man who did not wear his full-dress hat. The horses were generally not particularly adapted to the service, as they were extremely slow in their movements. However, everything considered, the appearance of the regiment, when drawn up in line, was quite creditable. Colonel Budke was in command. After the line was formed the regimental band beat off, but we noticed that several of the officers were not at all particular to preserve that immobility which is expected on such occasions, but, on the contrary, galloped about as they felt inclined. While the music was beating off, the colors, which had been stationed near the colonel, were conducted to a station in rear of the right wing. The colors were subsequently received in due form. As soon as the color-sergeant and escort made their appearance before the regiment, the band commenced and continued playing until they had arrived in front of the centre of the regiment. This was not correct.

The review before the inspection was by Brigadier-General Postley accompanied by Major Tweed and a captain of his staff. Only the mounted men passed in review, and they only at a walk. The salutes of the officers were various, some saluting in *quarte* and others in *terce*. The salutes of the colonel and adjutant were good, as also that of Lieutenant Meigh, of Company B. The Third is a very good specimen of National Guard, and is, doubtless, the best organization, of the kind in the city or the vicinity. The official returns have not yet been received, but there were about 500 present, all told.

COMPANY G, TWELFTH REGIMENT.—At a special meeting of Company G, Twelfth regiment Infantry, N. G., S. N. Y., held at their armory, the following preamble and resolutions were adopted.

Whereas, We have learned with deep regret the demise of our companion in arms, Private Luman K. Allen, formerly Commissary Sergeant of the regiment, whereby this company have lost a kind and generous member and associate, and a firm friend, and we deeply mourn one whose many qualities endeared him to us,
Resolved, That this company tender to his family their sympathies and condolence, and trust that our Heavenly Father may console them in this hour of their affliction, and sustain them in their loss,
Resolved, That as a mark of respect, we wear the usual badge of mourning for thirty days.

Resolved, That a copy of the foregoing be presented to the family of the deceased, and be published in the ARMY AND NAVY JOURNAL, and New York Times.

CAPTAIN CHARLES I. MCGOWAN,
SERGEANT WM. BROWN,
PRIVATE SAMUEL WHITE, JR.,
Committee.

COMPANY B, TWENTY-THIRD REGIMENT.—By a typographical error in our last issue we gave this company nine less men present than it was entitled to. The number present should have been fifty-four instead of forty-five. Company B therefore inspected larger than any other of the Twenty-third regiment, and larger also than any company of the Second division which has thus far been inspected.

CAVALRY BRIGADE.—Brigadier-General Postley has issued the following order: In compliance with the provisions of the general regulations and military code, a Court-martial for the trial of all delinquencies of commissioned officers, is hereby ordered, to consist of Major Swift, W. G. S.; Captain Fisher, First regiment Cavalry, and Captain Meislohn, of the Third regiment Cavalry.

Such Court will assemble within the armory of the First regiment

Cavalry, on the 15th day of November proximo, at 4 o'clock P. M. Commandants of regiments will promulgate this order.

TWENTY-SECOND REGIMENT.—Colonel Post issued the following orders on the 28th ult.: The following are announced as the drill evenings of the respective companies of this command: Mondays, Companies B and G; Tuesdays, Companies D and F; Wednesdays, Companies C and I; Thursdays, Companies A and H; Fridays, Company E.

Until further orders all drills will be without arms, and companies will be divided by their respective commanders into squads, as prescribed in the tactics.

Lieutenant-Colonel Hemmy and Major Porter will superintend the drills on two evenings of each week, each respectively (arranging their evenings to suit their own convenience), until further orders. They will, from time to time, report to the commanding officer such companies as, in their opinion, are sufficiently well instructed to commence the drill with the musket, and the school of the company. They will report on the first day of each month the drills superintended by them during the preceding month respectively.

On the 6th prox. knapsacks will be worn, overcoats rolled, and blankets folded inside.

Privates B. M. Goodwin, A. Hallbran, J. Hallbran, P. W. Keith and S. Leslie, Company B, having been expelled by a vote of the company, three-fifths of the members being present, for infraction of the company by-laws and dereliction in duty, the action of the company is hereby approved and confirmed; the names of Privates B. M. Goodwin, A. Hallbran, J. Hallbran, P. W. Keith and S. Leslie will be stricken from the rolls of Company B, their certificates of membership will be surrendered and cancelled, and they cease from this date to be members of the National Guard.

FIFTH REGIMENT.—We are informed that since the inspection of this regiment in 1866, 210 deadheads have been expelled from it, so that, in reality, there are this year 141 more active members on the rolls, than there were last year. During the past year, 171 new members have joined the regiment, and 30 have been discharged by reason of the expiration of their term of service.

Sergeant Eckstein, of Company F, and not K, as was reported, was presented with a gold medal by his own company, for recruiting the largest number of men for it. The medal for enlisting the largest number of men for the regiment was awarded to Sergeant Elsasner, of Company A.

TWENTY-THIRD REGIMENT.—This regiment will give a promenade concert at the Brooklyn Academy of Music, on Monday evening, the 4th instant.

HOWITZER BATTERY, ELEVENTH BRIGADE.—An inspection of this battery took place at the State arsenal, on Wednesday evening, the 30th ult. Captain J. S. Amore was in command, and the returns showed 38 present; 21 absent; 59 total. The officers of the battery, Captain J. S. Amore, First Lieutenant Ira L. Beebe, Second Lieutenant I. H. Cannon, Junior Second Lieutenant P. H. Amore.

FIRST REGIMENT CAVALRY.—Owing to the drenching rain which fell last Tuesday morning, the inspection of this regiment has been postponed until the 7th instant.

HEADQUARTERS FLAG.—A meeting of brigade commanders was called by Major-General Shaler this week for the purpose of determining upon a suitable flag for the headquarters of the division and the several brigades. As the meeting was not a full one nothing definite was determined upon. We understand, however, that a system was proposed similar to that which was in use in the Army of the Potomac.

The division flag is to be a rectangular piece of white silk, and the brigade flags are to be white triangles with blue borders or corners, as the case may be. In the centre of each flag is to be a design embracing the coats of arms of the United States, State and city. It is also proposed that the officers and men should wear a badge similar to the design on the flags. The matter, however, is at present in the hands of a committee who are to report at a future meeting.

We heartily approve of this plan of division and brigade flags, and hope the one proposed or something similar to it will be adopted.

MARSHALLS.

COMPANY H, SIXTH INFANTRY.—This command, from Lowell, Captain Mathew Donovan, made a visit to Boston on Wednesday, October 30d, and was received early in the forenoon by Company A, Ninth Infantry, Captain Timothy Teasle. Each company mustered nearly thirty guns. A parade was made in the forenoon, after which a dinner was given to the visiting company at the hall over the armory of Company A, corner of Sudbury and Portland streets. Company H returned to Lowell late in the evening.

CAMBRIDGE.—Company C, Fifth Infantry, Captain Alfred Haddon commanding, with Chickering's brass band made a parade on Thursday afternoon, October 24th, and proceeded to Fresh Pond, for target practice. There were four prizes, distance 250 yards, each man allowed three shots. Some ninety shots were fired, of which only six hit the target, none of them coming near the bull's eye. The prizes were awarded as follows; first prize, Sergeant Coffran; second prize, Corporal Locke; third prize, Corporal Crowell; fourth prize, Corporal Gorman. The corps with invited guests dined in the company's armory in the evening.

RETURN OF THE FUSILIERS.—The Boston Fusiliers arrived in Worcester at 9 A. M., Friday, October 25th, and were received by Companies A and C, Tenth Infantry, and hospitably entertained by the Bay State House. Leaving Worcester at 2 P. M., the corps arrived in Boston at 4 o'clock, and, after a long march, proceeded to the Hancock House for supper, and were afterward dismissed at their armory on Union street. The members express themselves highly delighted with the courtesies extended to them in New York and Worcester.

BOARILL LIGHT GUARD.—Company C, First Infantry, Captain Henry Parkinson, gave a ball on Friday evening, October 25th, at Maverick Hall, East Boston, music by the Germania band. The attendance was large, and included many officers of the militia, and also number of the Fusiliers. A fine supper was provided, and dancing was kept up until a late hour.

BREVET UNIFORM.

GENERAL HEADQUARTERS, STATE OF NEW YORK,
ADJUTANT-GENERAL'S OFFICE, ALBANY, Oct. 19, 1867.
General Orders No. 22.

I. Non-commissioned officers, musicians and privates of the National Guard of the State of New York who have or may receive brevet commissions from the commander-in-chief under the provisions of a concurrent resolution passed by the Legislature of 1867 will be permitted to wear the insignia designating their brevet rank on the left sleeve of the uniform coat and overcoat, four inches from the wrist.

The badge will be made of cloth in the shape of a circle, whose diameter shall be one and a half inches, with light gold cord around the outside.

For non-commissioned staff officers the color of the cloth will be

dark blue; for artillery, scarlet; infantry, light or sky blue; cavalry, orange.

In the centre of the circle the rank will be inscribed with the same designation as is now furnished by the General Regulations of the State, but the insignia being reduced in size to correspond with the size of the circle.

II. Brevets will only be issued to those members of the National Guard who distinguished themselves in the late war, and who are able to furnish such testimonials from their superior officers of their services (particularizing the special manner entitling the person to consideration) as will warrant a recognition of their claims in the manner intended by the authority of the Legislature.

The brevet will only be given for the commissioned rank held by the party in the Regular or Volunteer Army.

III. Commissioned officers receiving a brevet rank in the National Guard will wear the uniform coat prescribed for their regular rank, with the shoulder straps or epaulettes corresponding with their brevet rank.

By order of the commander-in-chief,

S. E. MARVIN, Adjutant-General.
Official—J. B. STONHOUSE, Assistant Adjutant-General.

CHANGES IN THE NATIONAL GUARD, S. N. Y.

GENERAL HEADQUARTERS, STATE OF NEW YORK,
ADJUTANT-GENERAL'S OFFICE, ALBANY, October 28, 1867.
The following-named officers have been Commissioned by the Commander-in-Chief in the National Guard, State of New York, during the week ending October 26th:

THIRTEENTH BRIGADE.

Charles McDonald, Aid-de-Camp, with rank of First Lieutenant, from October 10th, original vacancy.

THIRD REGIMENT INFANTRY.

Minthorne Udell, First Lieutenant, with rank from October 7th, vice D. M. Fisher resigned.

Patrick Killain, Second Lieutenant, with rank from October 7th, vice Minthorne Udell, promoted.

SEVENTY-FIRST REGIMENT INFANTRY.

John D. Sypher, Second Lieutenant, with rank from September 17th, vice Remsen Appleby resigned.

SEVENTY-SECOND REGIMENT INFANTRY.

Charles S. Allen, Surgeon, with rank from September 14th, vice John S. Miller retired.

EIGHTY-THIRD REGIMENT INFANTRY.

Benjamin F. Sheldon, Major, with rank from October 12th, vice Gersham Barker resigned.

EIGHTY-FOURTH REGIMENT INFANTRY.

William Rockford, First Lieutenant, with rank from October 10th, vice Joseph Roden deceased.

Joseph McKinley, Second Lieutenant, with rank from October 10th, vice John R. Hamilton resigned.

ONE HUNDRED AND FIRST REGIMENT INFANTRY.

Hio D. Brockway, Captain, with rank from September 23d, vice H. J. Frazee resigned.

Frank Bernet, First Lieutenant, with rank from September 23d, vice Wm. L. Vanaman, removed from district.

Orlean Feltz, Second Lieutenant, with rank from September 23d, vice L. W. Plank resigned.

Israel W. Young, Captain, with rank from August 28th, vice H. S. Bedell promoted.

James Russell, First Lieutenant, with rank from August 30th, vice W. Dunn resigned.

Quincy Coleen, Second Lieutenant, with rank from August 10th, vice C. E. Nellis declined.

John E. Feeter, Second Lieutenant, with rank from August 28th, vice J. W. Young promoted.

Thomas F. Lanigan, Second Lieutenant, with rank from September 6th, vice John Traynor removed from district.

Jay C. Adams, Second Lieutenant, with rank from September 7th, vice B. F. Rambaugh declined.

FIRST REGIMENT CAVALRY.

Frederic Breitvogel, Second Lieutenant, with rank from September 19th, vice M. Iseman declined.

THIRD REGIMENT CAVALRY.

Henry Doscher, First Lieutenant, with rank from July 10th, vice Frederick Ludder resigned.

Christian Sonnensum h, Second Lieutenant, with rank from July 10th, vice Henry Doscher promoted.

Frederick Horling, Second Lieutenant, with rank from July 2nd, vice Claus Schrader resigned.

Frederick Bornhold, Second Lieutenant, with rank from July 10th, original vacancy.

The following resignations of officers in the National Guard have been accepted by the Commander-in-Chief during the week ending October 26th:

Captain William Raynor, Twelfth regiment, to date October 15th. Captain Casper Meyer, Sixty-fourth regiment, to date October 15th. Second Lieutenant J. H. Shipherd, Thirtieth regiment, to date October 16th.

Captain Edward C. Jackson, Quartermaster Tenth brigade, to date October 16th.

Second Lieutenant Ansel Ketchum, Fifty-second regiment, to date October 16th.

Captain Henry Bramhold, Eleventh regiment, to date October 18th. First Lieutenant James R. Boyd, Ninth regiment, to date October 18th.

Second Lieutenant Eli F. Bruce, Seventy-first regiment, from October 18th.

Second Lieutenant F. D. Fuller, Company F, late Sixty-eighth regiment, from October 19th.

Major L. F. Johnston, Nine's-second regiment, from October 21st. Captain Edwin G. Granville, Fifty-sixth regiment, October 23d.

First Lieutenant Frederick Hitzelberger, Twenty-eighth regiment, October 23d.

Second Lieutenant Richard E. Jarman, Twelfth regiment, October 23d.

In accordance with the provisions of Section 93, Military Code, Major Robert Taylor, Inspector Fourth brigade, is declared supernumerary from October 18th.

QUESTIONS IN TACTICS.

BROOKLYN, N. Y., Monday, October 14, 1867.

To the Editor of the Army and Navy Journal.
Sir: Would you do the kindness to myself and several others who are trying to master the battalion drill of Upton, to enlighten us on the following points through the columns of your JOURNAL:

I. Being in march in column of fours, by what means or commands will the battalion form on the right or left into line—by file or by fours? Or, in other words, what movement will take the place of the movement in the old tactics, "On the right (or left) by file into line?"

II. Being in march in column of fours by the right flank, by what means or commands can the march be continued to the right by column of companies without arresting the march? Or, in other words, what movement will take the place of the movement in the old tactics, of "By companies into line?"

Respectfully yours,
ANSWER.—I. You must remember there are no *inversions* in Upton's Tactics, and the command—*four's right (or left), MARCH, HALT*, etc. (see par. 550 and 971, Upton's Tactics)—will accomplish the movement referred to.

II. The substitute for "By company into line" will be found in Upton, par. 556, and the application thereof in the School of the Battalion, par. 968.

ANSWERS TO CORRESPONDENTS.

M. G.—First.—In a battalion coming from column by division into line of battle, what officer gives the command "Support arms!" [See Casey, 567, and Upton, 980, 1,069, 1,090 and 1,091.] Answer.—Each captain of a company, as it arrives on the line, after the captain before him commands "Front." See Casey, Par. 927; Upton, 980.

Second.—Is forming divisions a successive formation, according to Upton? Answer.—No. "Successive formations" are defined by Upton, Par. 976.

PROCLAMATION BY THE PRESIDENT.

In conformity with a recent custom that may now be regarded as established on national consent and approval, I, Andrew Johnson, President of the United States, do hereby recommend to my fellow-citizens, that Thursday, the 28th day of November next, be set apart and observed throughout the republic as a day of national thanksgiving and praise to the Almighty ruler of nations, with whom are dominion and fear, who maketh peace in his high places. Resting from secular labor on that day, let us reverently and devoutly give thanks to our Heavenly Father for the mercies and blessings with which he has crowned the now closing year. Especially let us remember that he has covered our land with greatly needed and very abundant harvests: that he has caused industry to prosper, not only in our fields, but also in our workshops, in our mines, and in our forests: he has permitted us to multiply ships upon our lakes and rivers, and upon the high seas, and at the same time to extend our iron roads so far into the secluded places of the continent, and to guarantee speedy overland intercourse between the two oceans. He has inclined our hearts to turn away from domestic contentions and commotions consequent upon a distracting and desolating civil war; and to walk more and more in the ancient ways of loyalty, conciliation and brotherly love. He has blessed the peaceful efforts with which we have established new and important commercial treaties with foreign nations, while we have at the same time strengthened our national defenses, and greatly enlarged our national borders. While thus rendering the unanimous and heartfelt tribute of national praise and thanksgiving, which is justly due to Almighty God, let us not fail to implore him that the same divine protection and care which we have hitherto so undeservedly and yet so constantly enjoyed, may be continued to our country and our people throughout all their generations forever.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 26th day of October, in the year of our Lord one thousand eight hundred and sixty-seven, and of the independence of the United States the ninety-second. ANDREW JOHNSON.

WM. H. SEWARD, Secretary of State.

A SINGULAR DUEL.

The following is from *Chambers' Journal*, under the heading of "Curiosities of French Duelling," on the authority of the Comte de Pontecoulant:

Colonel Barbier-Dufas, a noted duellist, insulted Raoul X—, a young soldier, solely with the intention of provoking him to a duel. Finding, however, that Raoul was a mere boy, a fact disguised by his large stature, the fighting colonel made excuses, and wished to withdraw. Raoul refused to consent to this course, and swords were drawn. The disparity of the combatants was so great that the colonel, after four times disabling his adversary, proposed that some other mode of fighting should be found. It was impossible to use pistols in the street. What was to be done? At this moment the rumble of a hackney coach was heard, and Dufas found the wished-for solution. "Stop this cab," he said to the seconds, "and run and exchange these swords for a pair of daggers of equal length. This is what I propose," he added to Raoul, "we will get into the coach, armed each with a dagger, and bound to one another, with our right arms only free. Then let the doors be shut, and let the coach go twice around the Place du Carrousel." Raoul accepted; the proposed arrangements were made, and at a signal, the cab started, at a rapid rate, the two seconds on the box seat, the other two behind. The horses, driven by the seconds, dashed round at a pace unequalled in the history of hackney coaches. One cry was heard, then a second, then all within was still. The journey finished, the seconds rushed to the door, and from a pool of blood, drew out the two combatants. Raoul was dead, the colonel pierced with wounds, and with his face torn by Raoul's teeth, yet managed to survive.

On the first of October the new North German naval flag was raised for the first time on all the Prussian ships-of-war. At Kiel, this was accompanied with great formalities and was witnessed by a great concourse of people. His Royal Highness Prince Adalbert of Prussia, the admiral-in-chief of the Prussian naval forces, went down to perform the ceremony in person.

The new flag is thus described: "The new flag is not so simple as it might have been had the advice and remonstrances of nautical men been attended to, nor will it be easily distinguishable at a distance—the great desideratum for the flag of a ship-of-war. It consists of a white field divided into four equal quarters by a black St. George's cross, in the centre of which is a white medallion containing the black eagle of Prussia. The upper quarter nearest the mast displays the

federal colors—black, white and red—being a combination of the national colors of Prussia—black and white—with those of the Hanseatic cities—white and red—with the Prussian iron cross in the white central stripe. As no other German State has any ships-of-war, this flag will be exclusively carried by vessels of the hitherto Prussian royal navy." Nothing has as yet been definitely settled regarding the new federal mercantile flag.

OCTOBER 24, 1867.

To the Editor of the Army and Navy Journal.

SIR: An amusing incident occurred at headquarters of one of the five military districts, under one of the five "military satraps," which will at least be appreciated by any of your military readers.

A very good band discourses sweet music on a given afternoon, in front of said headquarters, and the rooms usually appropriated to military business, are then gladdened and made bright by lady visitors, who come to listen to the enlivening melody. You no longer hear the monotonous scratch of pens, or the loud call for orderlies, but instead, the delicious laugh and sweet-toned bravo encourages the efforts of the musicians. The orderly—par excellence of these headquarters—whose duty it was to show each fresh arrival of military authority and lady up stairs, is standing to attention before a short, stout Dutch representative of the Freedmen's Bureau, who in the full pomp and circumstance of military full dress, has brought his wife to hear the music from general headquarters room.

Our Dutch friend has mistaken the orderly, who, in his neat half-citizen dress, does look *comme il faut*, for a staff officer, and insists on introducing his wife. The conversation runs somewhat in this wise:

Orderly.—(At attention pointing to the stairs). "First door to your left, sir!"

Bureau Officer.—"Oh yes! allow me to introduce my wife."

Orderly.—(Slightly flushed, but upright as a ramrod). "Excuse me, sir, I'm only the orderly."

Bureau Officer.—(A little deaf, don't exactly see the point). "Allow me to introduce my wife!"

Orderly.—(Still upright as a ramrod, and in very high voice). "Excuse me, sir, I am only the orderly."

Bureau Officer.—(Still urbane, interrupted by his wife). "My dear, this is only the headquarters orderly!"

Bureau Officer.—(Mustache and hair bristling, quite red and dignified). "Hem! Hem! (in a deep guttural voice) Hem! Show me the general's room, young man!"

SQUIRE.

THE Washington correspondent of the Boston Advertiser says:

The annual reports of the various cabinet ministers are not yet so far advanced as is usual at this time of the year. General Grant has begun his report as General-in-Chief, but he has not yet touched that as the Secretary of War *ad interim*. If he remains in the war office he must make one, but it will be brief. The Secretary of the Navy has collected the documents which he proposes to print this year, and has partially drawn up his report, which will not be as long as that of last year. General Howard has finished his report, and will put it in the hands of the printers in two or three days. Commissioner Rollins began collecting data for his report about the middle of last week, and has absented himself from his office for a day or two in order to work upon the document. Secretary McCulloch has received reports from most of his subordinates, and has done some work on his own report. Its features are not yet fully foreshadowed, but it is known that he will take the same ground about the contraction and resumption of specie payments as that embraced in his Fort Wayne speech and Boston letter. It is understood that his views on resumption are endorsed by the President, who proposes to treat the matter at some length in his annual message. The Postmaster General has begun his report, and it will be ready for the printer in a short time. He will be obliged to show that the expenditures in the South are greatly in excess of the receipts. The Secretary of the Interior has done something on his report, but how far he has progressed is not known.

HEALTH OF THE BRITISH ARMY.—The London *Times* says the entire strength of the Army in 1865 was 208,590. Of this number 4,412 officers and 79,474 non-commissioned officers and men were at home, and 6,155 officers and 118,049 non-commissioned officers and men abroad. The deaths of 134 officers and 3,403 non-commissioned officers and men are recorded, and are thus epitomized: 34 deaths of officers in Great Britain, 3 in Ireland, and 97 abroad; 713 deaths of non-commissioned officers and men in Great Britain, 209 in Ireland, and 2,481 abroad. The rate of mortality in the Army abroad during 1865 was, in the case of the officers, 1,579 per cent, and in the case of non-commissioned officers and

men 2,102; whereas the mortality in Great Britain was, with officers, 1,007 per cent, and with non-commissioned officers and men, 1,183.

(Announcements of Marriages should be paid for at the rate of fifty cents each.)

MARRIED.

COX—LUDLOW.—At Black Rock, Westchester, N.Y., on Tuesday, October 29th, First Lieutenant WHITTINGHAM COX, Fourth U. S. Infantry, to Miss HARRIET LE ROY, daughter of Robert H. Ludlow, Esq.

DEWEY—GOODWIN.—In Portsmouth, N.H., October 24th, by Rev. James De Normandie, Geo. DEWEY, Lieutenant-Commander U. S. Navy, to Miss SUSIE B. daughter of the Hon. J. Goodwin, of Portsmouth.

D'ISAY—MORSE.—On Thursday evening, October 17, 1867, at the First Presbyterian Church, Fort Wayne, Ind., by the Rev. Mr. Nathan Smith, Captain ISAAC D'ISAY, Twenty-seventh U. S. Infantry, to Miss ALIDA L., second daughter of the late Hon. S. S. Morse.

HUDSON—CARPENTER.—On Tuesday, October 29th, by the Rev. Francis E. Lawrence, rector of the Church of the Holy Communion, Lieutenant-Colonel EDWARD MCK. HUDSON, U. S. Army, to EMILY K., youngest daughter of the late Samuel H. Carpenter, of this city.

SARTLE—FLETCHER.—At the Main street Congregational Church, Peoria, Ill., on the 21st of October, by the Rev. Mr. Morrison, Lieutenant WILLIAM J. SARTLE, U. S. A., to Miss FIDEL C. FLETCHER, of Peoria.

WHITTEN—ROBERTSON.—On Thursday evening, October 10, 1867, at the First Baptist Church, Indianapolis, by the Rev. Henry Day, Lieutenant JAMES H. WHITTEN, Fifth U. S. Infantry, to Miss ANNA E. ROBERTSON, of Indianapolis, Ind.

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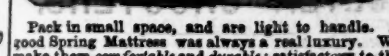
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